



**Historic Building
Advisory Service**

Historic Area Impact Assessment

TISBURY MOTORS High Street, Tisbury, Wiltshire



October 2025

Reference: 18423

**TISBURY MOTORS
HIGH STREET
TISBURY
SALISBURY
WILTSHIRE**

Conservation Area Impact Assessment

Prepared on behalf of

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High Street
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SP3 6HF**

By

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TISBURY MOTORS HIGH STREET TISBURY SALISBURY WILTSHIRE

Conservation Area Impact Assessment

Summary



Fig: Tisbury Motors from the southeast

The Historic Building Advisory Service was commissioned by Mr M & Mrs E Carter to undertake a conservation area impact assessment in relation to a proposed re-development of this site, which is currently occupied by Tisbury Motors, High Street, Tisbury, Wiltshire.

The purpose of this was to undertake an assessment of the nature and character of this part of the Tisbury Conservation Area and how it may be affected by the redevelopment of this site, with its associated building, which is presently used as garage, workshop, flat and car parking and storage area. This was undertaken by means of a visual assessment and analysis of the present building and the use of the site to understand its setting in relation to other development in this locality.

The site is located the west side and towards the upper end of the High Street, the main road that runs through the centre of the village of Tisbury. 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.

The south side of the plot, towards the street frontage is bordered by Tisbury Methodist Chapel, behind which are gardens to that building as well as another house to the southwest of the site and further up the slope. To the rear (west) of the garage site there are houses with associated gardens that are accessed by a lane along the north side of and which forms part of this property. To the north side of this lane there are gardens to the backs of other houses that front on to the High Street further up the High Street.

The overall plot is rectangular on plan, extending from the street frontage where the main building is positioned, and includes the area behind that is used for car parking and vehicle storage. Construction of the present garage and workshop started in the 1950s, on the site of an earlier garage, built in the first quarter of the 20th century, and which was demolished to make way for it. The present building was originally single storey and later extended upwards by a further floor, as well as to the rear during the 1970s.

The proposed development involves the total demolition of the garage and the associate flat, the removal of the car parking area, and the erection of eight houses that will be grouped into three blocks over the plot. The lower block will be on the site of the present garage building to the High Street frontage and will comprise a short terrace of three dwellings. Directly to the rear of the new front range will be the middle block consisting of a pair of semi-detached houses. Then at the west end of the plot, the upper block, will be a short terrace of three properties. These will vary from two to two and half storeys, and will be one, two and three bedroom units, for which there is a great demand in Tisbury.

The design of the proposed development has been heavily dictated by the Tisbury conservation area appraisal and design guide in its use of materials, architectural styles and details, as well as setting and visual bulk. The lower block will maintain the two-and-a-half storey frontage seen on the immediately adjacent residential properties to the north and further up the hill in that direction. To the rear of the site, the middle and upper blocks will also only be of two storeys, and are designed to accommodate the ground slope and create a stepped roof line following the natural land fall.

Parking for the houses to the front of the site will be in an underground facility within the footprint of the existing workshop area of the garage, where this is cut back into the ground slope and will be approached by a new access in approximately

the same position as the existing. The middle and upper houses and their parking will be accessed from the existing lane running along the north side of the site.

The new development will enhance the Tisbury conservation area by introducing new housing as it will remove the large and visually unsympathetic garage building, together with the associated noise, traffic movements and parking problems that this industrial enterprise brings to this location. This proposal consists of three groups of buildings that have been carefully designed to fit comfortably within the conservation area. On completion this will have removed an alien development from this part of the High Street to produce a much improved character to the approach to the village centre.

This assessment aims to meet the requirements of the National Planning Policy Framework (NPPF).

The site inspection was carried out on 1st July 2025

**TISBURY MOTORS
HIGH STREET
TISBURY
SALISBURY
WILTSHIRE**

Conservation Area Impact Assessment

1 INTRODUCTION

1.1 Project background

- 1.1.1 The Historic Building Advisory Service was commissioned by Mr M & Mrs E Carter to undertake a conservation area impact assessment in relation to a proposed development of the site currently occupied by Tisbury Motors, High Street, Tisbury, Wiltshire.
- 1.1.2 The examination of the site was undertaken within the guidelines of good surveying and building archaeology practice. The purpose of the survey was to undertake an assessment of the impact on the nature and character of the Tisbury conservation area and in particular the area of the upper High Street where it is proposed to demolish the existing garage and erect a group of new houses. The survey was undertaken by means of a visual assessment and analysis of the area surrounding the site, including the setting and location of any adjacent heritage assets, to understand its historical development.

1.2 Survey Content

- 1.2.1 The aim of this report is to produce an overall impression of the property and its setting within the conservation area at the time of the inspection. This was undertaken by a visual examination of the elements that make up this facility to identify the means of construction, analyse its construction, and assess its historic significance and what historic character remains.

- 1.2.2 Readily accessible documentary sources were reviewed in an attempt to create an established time and ownership line for the relevant parts of the site and buildings. The results of this research were then applied to the findings from the site survey in an attempt to show the development of the relevant part of the site.
- 1.2.3 This assessment has been compiled in line with good practice to meet the requirements of NPPF.

1.3 Survey Information

- Premises inspected: Tisbury Motors
- Location: High Street
Tisbury,
Salisbury,
Wiltshire, SP3 6HF
- Client: Mr M & Mrs E Carter
- Property Occupant: Tisbury Motors Ltd
- Current Use: Garage and workshop and dwelling
- Reason For Inspection: Historic building assessment
- Inspection By: R J Hill MRICS, MCIfA
- Inspection Date: 1st June 2025
- Listed Building? No
- Registered Park / Garden No
- Scheduled Monument No
- Conservation Area? Yes, Tisbury Conservation Area
- AONB / National Park? Yes, Cranborne Chase National Landscape

2 EXISTING

2.1 Location

- 2.1.1 The Tisbury Motors site is located towards the north end of the High Street of Tisbury, which runs on an approximately north - south orientation. At the north end it starts from the junction of Duck Street, The Quarry and Hindon Lane, and then runs south to finish at The Square. This road provides one of the main vehicular and pedestrian routes through the village.



Fig 2.1: Location (NTS)

- 2.1.2 The southern half of the High Street, up to where Vicarage Road joins it, this part is considered as the hub of the village, as it contains most of the shops, cafés, offices and a Post Office. The buildings in this area are mainly of two or three storeys, often terraced, with the trading functions on the ground floor and flats above. Most of these were built in the mid to late 19th century, following the arrival of the railway, when the village expanded, and as a result have a fairly consistent architectural style and appearance.
- 2.1.3 The upper or northern half of the High Street is primarily a residential area, which includes former retail premises that have been converted to houses as the shopping element has retreated to the south. This results in the street frontage being a mix of detached and terraced properties, of a variety of ages, appearance, building materials and architectural character than those in the southern half of the street. The few exemption buildings are now a public house, a clinic, a large public hall, chapel and the site of Tisbury Motors.

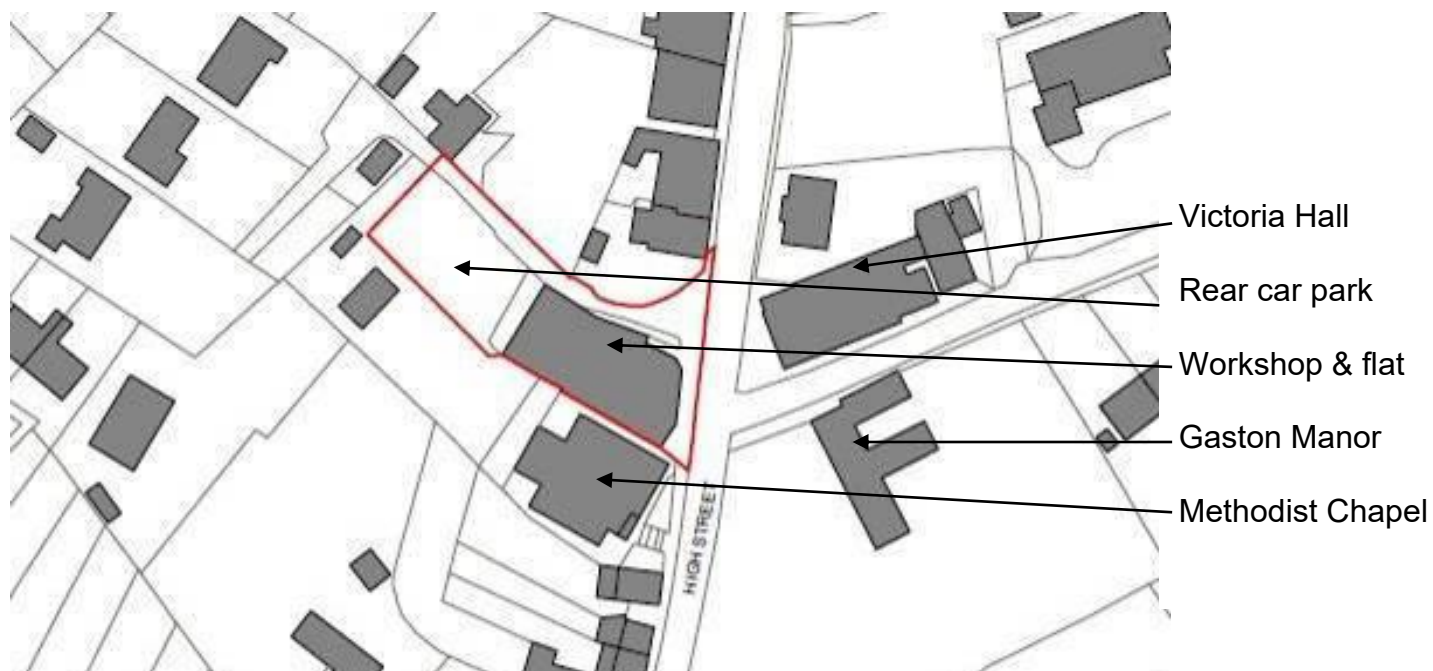


Fig 2.1.5: The existing site (NTS)

- 2.1.4 Leading off of this part of the High Street there are other residential roads and lanes. At the bottom of this section Vicarage Road runs to the west, through Tuckingmill to villages beyond and also services the residential area of the Churchill Estate and upper Weaveland Road to the west of the upper High Street in the area. In an approximately central position to this part of the street Park Road runs to the east where there is further housing and connects to other roads leading out of the village on that side. Immediately beside this site is a small lane that connects to houses behind this plot and then the lower part of Weaveland Road leads off as another residential road slightly to the north of this site.
- 2.1.5 Tisbury Motors is located in an almost central position in the north section of the High Street, where it is on the west side of the road and immediately to the north of a large chapel building, belonging to the Methodist Church. On the opposite side of the road is another large building, which comprises a pair of public halls, known respectively front to back as the Victoria Hall, and the Elizabeth Hall. Immediately to the north of the halls there is a medical clinic and to rear, along Park Road, is the Tisbury doctor's surgery. As a result these form a distinct grouping of buildings that are out of keeping with the general setting of this part of the village.

2.2 Description

- 2.2.1 The plot is approximately rectangular when viewed on plan with the long axis sits on a southeast – northwest direction, running away from the High Street and cutting back into the hillside. It is approximately 60.0 meters by 17.0 meters including the width of the lane on the north side, and the level difference between the east front and the west end is approximately 8.0 m. To the front of the garage there is an approximately 4.5 m wide forecourt that contains two petrol pumps. The associated petrol storage tanks are located underneath the forecourt.
- 2.2.2 Access to the garage and office is directly off the High Street for both vehicles and pedestrians. While the vehicle entry at the north end is approximately in level with the road, the reception entrance at the south end is reachable by a flight of concrete steps, as it sits a good meter above the pavement level. The flat above the workshop is approachable by an external concrete staircase, which runs up the north east corner of the building, next to a small path.
- 2.2.3 On the south side of the north side access lane there is a retaining wall of local Chilmark stone laid in random rubble. This was built in the late 20th century, and it is approximately two meters high at the east end of the lane, then reducing in height as the lane runs up the hill. Based on its style and form the stonework is modern and has been laid in a hard cement mortar. A large replica ammonite fossil has been embedded within this wall approximately halfway along its length.



Fig 2.2.2: The forecourt and the accesses



Fig 2.2.3: The rear of the garage, with 20th walls to the access lane

- 2.2.4 The upper west end of the site is a gravel surfaced car parking and vehicle storage area that is needed by the garage as vehicles are moved back and forwards between this and the workshop as they are worked on. There is a moderate slope across it from north to south and a slighter contra slope from west to east direction. On the south and west sides the parking area there is a stone retaining wall, built in a similar manner to the lane side wall supporting an earth bank with a shrub hedge to the top. Between the north east corner of the parking area and adjacent corner of the garage building there is a large Leylandii.



Fig 2.2.4: Existing car parking and vehicle storage area

2.3 Existing Building

- 2.3.1 The garage sits in the lower and eastern half of the site, and it consists of a workshop and adjacent reception office on ground floor level, and a large flat on first floor level and this is behind an open forecourt where there are petrol pumps

and storage tanks below. The building is approximately 30.0 meters long and 14.0 meters wide and sits against the back edge of the pavement to High Street, and runs back in to the ground slope behind. Projecting over the forecourts canopy over the forecourt that is constructed of reinforced concrete. The external walls and internal partitions created with brick and blockwork.



Fig 2.3.1: The frontage of Tisbury Motors

- 2.3.2 A concrete floor runs across the entire garage and workshop area with a wearing screed added to the top surface to accommodate heavy vehicular traffic. The top wearing screed is starting to degrade through age and general use.
- 2.3.3 Both the residential unit and the workshop have flat roofs covered with bituminous felt, which is a form that is not seen elsewhere in this area at such a large scale. Part of the flat roof above the workshop is used as a roof terrace for the flat. Gutters and other rainwater goods around the building are in PVCu

- 2.3.4 The single storey portion of the garage workshop to the rear of the front part is dug back into the hillside, where an approximately 4.5 m tall concrete block retaining wall forms the perimeter and retaining wall around it. Between this retaining wall the garage there was a 1.0 m wide alley, which is covered with PVCu roofing panels for shelter and light internally. The roof over the rear part of the garage is supported of a metal space frame structure with a felt roof membrane laid over. There was a number of roof lights inserted within it, but these have since been removed and closed-up.

Filled in roof lights



Fig 2.3.4: Roof terrace at the rear (west) of the flat

- 2.3.5 The majority of the windows are modern PVCu double glazing casements, together with a small number of timber and metal single glazed windows to the front and rear elevations on ground floor level. The pedestrian doors to the property are of timber and of a 1960 - /70's standard joinery style. To the vehicle entrance of the workshop there is a set of timber folding stacking doors with glazed upper sections that open to both sides.
- 2.3.6 Generally the building is constructed in a style and nature of its time in the mid 20th C, where this has employed a very functional and distinctly industrial look. This can be evidenced by the overall appearance, with such details as very obvious concrete shuttering lines within the cast concrete sections, exposed blockwork and structural steel frame. As such it has not kept-up with changes in vehicle size nor the space needed internally for modern ramps and other equipment that an efficient garage workshop needs to run profitably. It has, as a result reached the end of its design life and due to the nature and position of the site there is no ability or capability for this to expand.
- 2.3.7 Petrol sales are now, because of fuel price, a very small part of the sales that are generated and in addition the storage tanks to the front of the building are in a condition where they do not meet modern standards for licensing requirements. These will need to be replaced in the very near future, but for which there is no economic justification because due to this being a minimal part of the firms trade.

2.4 Environment

- 2.4.1 Tisbury Motors as a commercial operation as well as being situated in an industrial style of building dating to the third quarter of the 20th century is both out of character in this part of the village for its use and appearance. Its monolithic appearance and bulk puts it at odds with the other, mostly domestic, buildings in the vicinity.
- 2.4.2 Approximately a third of the site is covered with the garage and workshop building with the remainder being largely an open area used for vehicle parking and storage. The latter is on a back land area that is normally associated with gardens as well as housing in this part of Tisbury, so this introduces a use that is almost in conflict with the surrounding area.
- 2.4.3 Due to the nature of the business, there is a high volume of vehicular movement and parking on and around the site where this also takes up amounts of public parking in the adjoining streets and can result in some traffic congestion at times. There are very vehicle movements daily between the on and off site parking, in and out of the workshop, and up and down the north access lane which can result in local traffic congestion as well as disruption to foot traffic over the adjacent pavement.

2.4.4 The sale of motor fuel from the forecourt generates additional traffic movements on and off the road, where these cross the pavement and often obstruct it to a greater or lesser extent. The forecourt to the site is also used for parking both for the garage as well as for visitors and those purchasing motor fuel and so while this is somewhat more sporadic, it also constitutes parking and indicates further traffic movements in a part of the street that is otherwise largely residential. At the bottom of the lane on the north side of the site there is an open area of tarmac that is also utilised for vehicle storage.

Parking by the customers of Tisbury Motors  Parking plot of Victoria Hall  Public parking 
Private garages and parking 



Fig 2.4.2: Areas used for parking around the site, existing (NTS)

3 HISTORIC DEVELOPMENT

3.1 Map Evidence

- 3.1.1 On the Ordnance Survey (OS) maps from 1886 the site appears to be a group of small buildings that may have been workshops or old farm buildings at the High Street end. Behind that is what seems to be a small paddock, where along the north side is an access track to other small buildings at the west end. By the time of the 1901 edition of the OS map there is a more defined group of buildings at the west end of the site and Victoria Hall has been built on the site opposite.



Fig 3.1.1: OS maps from 1886 and 1901

- 3.1.2 On the 1925 edition OS map the garage site is effectively as at shown on the earlier editions, but to the south the Methodist Chapel is now seen. Then on the 1962 OS map there is a change of plotting and notation seen and a large block of building to the frontage representing the position of the garage as it is now.

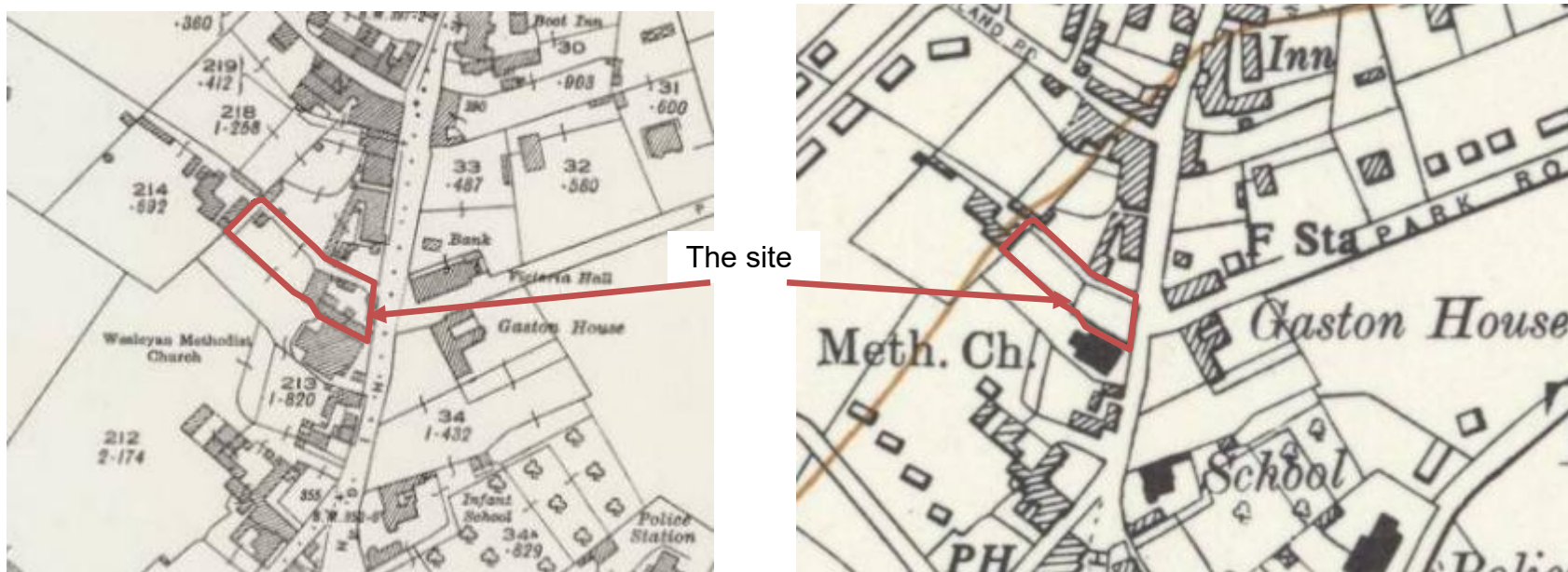


Fig 3.1.2: OS maps from 1925 and 1962

3.2 Site Development

- 3.2.1 The site has been used as a garage since the 1930s, but it had a very different appearance in its early days. There was a smaller workshop building with pitched metal sheet covered roof. It had a narrow forecourt, with the entrance to the workshop in much the same position as the present building and to the south of that there was a raised leveled area with a stone retraining wall to the front and the back edge of the pavement. At the south end of the building there was a projecting bay window with a pitched roof and between the workshop and the south boundary wall there was another small building.
- 3.2.2 The current workshop was constructed during the 1950s with reinforced concrete and steel frame, as a single storey building with a reinforced concrete canopy above a forecourt where there were petrol pumps positioned against the back edge of the pavement. This arrangement enabled vehicles to fuel by either parking on the road or the forecourt.



Fig 3.2.1: The previous garage site from the 1930s



Fig 3.2.2: The garage in the 1950s

- 3.2.3 The workshop was extended further back into the ground slope in the 1970s when at the same time the large flat was built over the front part of the building to create a two storey structure. The enlargement of the ground floor work area allowed larger vehicles to be accommodated. At about the same time the petrol pumps were repositioned to where they are now and set within a recess under the canopy. A little later the pedestrian entrance into the garage reception area was moved from behind the petrol pumps to the where it is now and to which a flight of concrete steps were formed.

4 PROPOSED

4.1 Proposed buildings

- 4.1.1 The existing garage building, workshop will be demolished and removed from site. The underground petrol tanks will be removed to allow for part of the present forecourt to accommodate the proposed foundation to the new front block.
- 4.1.2 The new development will create eight houses, grouped into three blocks. The lower block will be at the back edge of the pavement to the High Street on the site of the existing front 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 parallel with the access lane and the boundary to the chapel and be of 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.
- 4.1.3 The proposed dwellings are of varying size and layouts of one, two and three-bedroom accommodations over two or two-and-a-half storeys to provide properties of size range which there is a market demand for in Tisbury. Specific focus has been given to maintaining the character and style of the properties of the upper part of the High Street, with attention given to the architectural details seen to the frontages of the lower block. The new houses to the rear of the site have an appearance that is less formal than the High Street façades and slightly more cottage-like to reflect those others in this locality.
- 4.1.4 Exterior wall surface finishes will be Chilmark stone all way around, with the exemption of the south elevation of the lower block, which will be lime rendered of a colour to reflect Chilmark stone and scribed out to resemble ashlar stonework, and the first floor levels of the middle block, which will get a horizontal cedar cladding. Roofs will be pitched, gable ended, with 45° slope on the lower 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. Every window on all three blocks will be timber framed double-glazed sash, and the terrace doors on the rear elevations will be timber framed double-glazed sliding units. Front doors will be six panelled timber units, where most of them will have a row of small fix square lights above. Rainwater goods will be uniformly of black uPVC half round gutters and round downpipes.

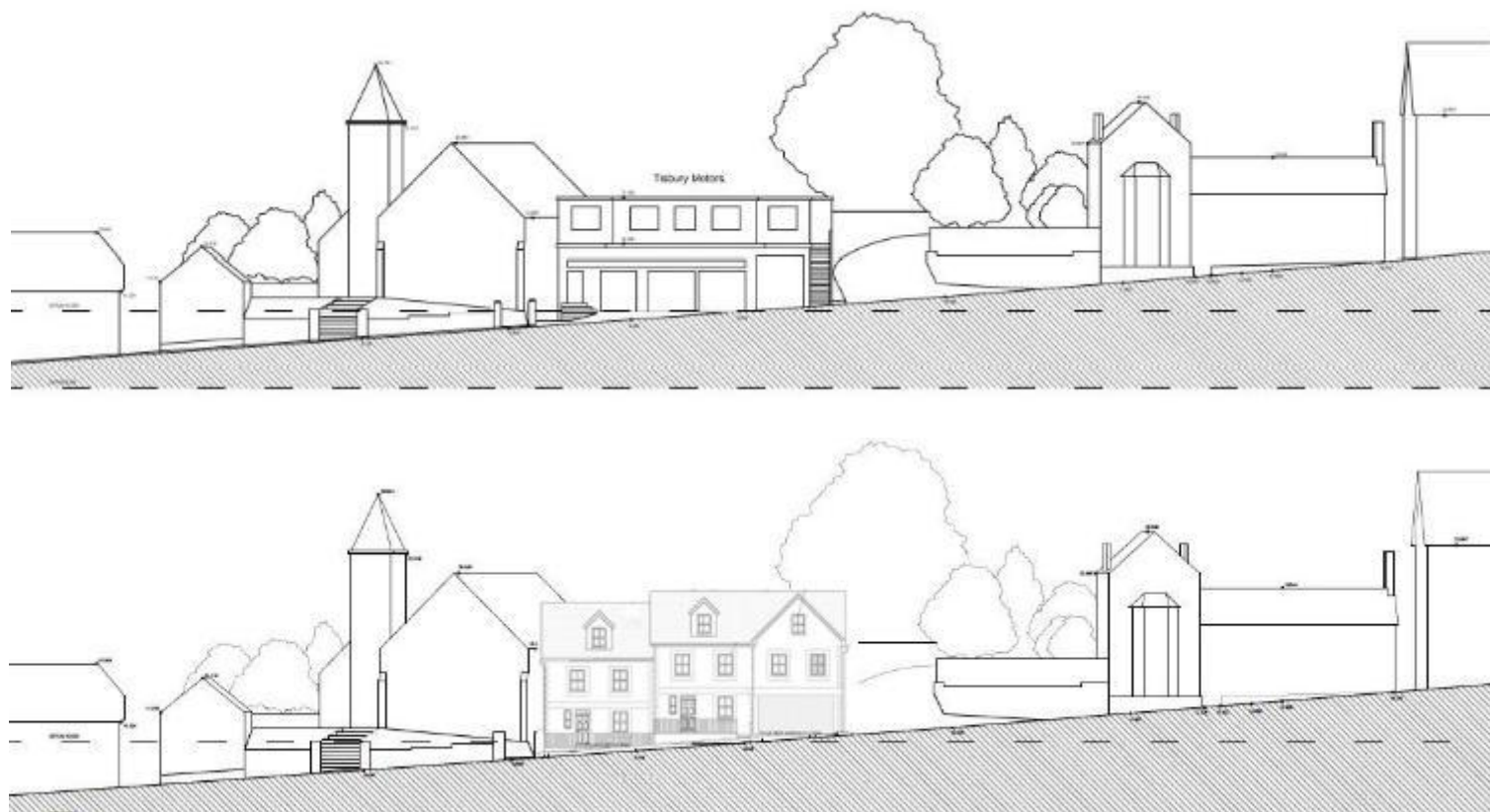


Fig. 4.1.5: Existing and proposed street elevations (NTS)

- 4.1.5 At the north end of the front elevation, adjacent to the access lane to the rear, will be the entrance into the underground parking area for the front part of the development, which will utilise the space that is presently the workshop and its access route. Houses 1 and 2 will front the car parking area at lower ground level to the front of the site and will have direct connection to this. At upper ground floor level to the rear of the front block courtyard gardens will be created over the parking area. These will run back to a service path leading off the access lane on the north side, with gates into each plot, which will be separated by timber board fences. House N° 3, because it is a first 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.

- 4.1.6 The lower block will contain a one bedroom one-and-a-half storey house (N° 3) above the entrance to the parking, and to the south of that there will be two three-bedroom two-and-a-half storey houses (N° 1 & 2). From the side of the entrance to the parking area there will be a raised area of pavement 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 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.
- 4.1.7 The High Street frontage will have a façade that will contain architectural features common to the properties to the north on this side of the High Street to which this site more closely relates than to the south of the chapel. This includes gable ends and dormer windows to roof areas and for elevations quoining at wall corners and framings around windows.



Fig 4.1.6: Proposed street views of the lower block (NTS)

- 4.1.8 The roof to the front block will be a gable ended structure running parallel to the street, which will include dormer windows to the section over N° 1 and 2. The roof to N° 1 will step down from that over 2 and 3, with that to N° 3 having a returned gable to the front, so that this corresponds with the ground slope on which it sits and will contain, features that are seen in this area.

- 4.1.9 N° 1, which is the southernmost house, will sit in a slightly lower position and its front façade will be set back, compared to the house (N° 2) next to it. This will define a visual separation between them and 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. At the south end this block will abut the side boundary wall to the chapel in the same manner as the present garage building. 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 bleak view of the chapel from the corner of Park Road.



Fig 4.1.10: Existing and proposed north elevations (NTS)

- 4.1.10 The middle and upper blocks will have less significance compared to the lower group as they will be in a position where they are not readily visible from the High Street on the south side of the rear access lane, and to the west of this part of the development there are no houses that will directly overlook them.

- 4.1.11 These five houses will all be of two storeys that will step down with the slope from the top of the site, with a reduction in ridge heights and where the gable of the bottom unit (N° 4) is positioned so that it is approximately in line with the rear gable of the chapel to the south, therefore from the access lane this will open up a new view of that building. The external wall finishes will be locally sourced stone, with the first floor elevations of those in the middle block, having horizontal cedar cladding. Roof covering and external joinery will be as described previously for the front block.
- 4.1.12 The middle block will be a pair of semi-detached houses with N° 4 being two bedrooms, and N° 5 having bedrooms. The upper block will be a short terrace of three houses, where N° 6, at the east end, will contain two bedrooms and the other two properties (N° 7 and 8) will contain three-three bedrooms.
- 4.1.13 All the houses behind the frontage will be accessed from the existing private north side lane and to the front of these there will be parking provision that meets Wiltshire planning requirements, as well as additional visitor parking spaces. 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. 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.
- 4.1.14 In approximately centre of the site there is a large established Leylandii close to the access lane, which is to be retained. On each side of that will be a parking bay for visitors to this development.

4.2 Environment

- 4.2.1 Tisbury Motors as a commercial operation as well as being situated in an industrial style of building is both out of character in this part of the village for its use and appearance. Its monolithic appearance and bulk puts it at odds with the other larger buildings in this vicinity.
- 4.2.2 The removal of the mechanical workshop function and providing adequate parking for each house will significantly reduce the amount of vehicle movement and parking on and around the site. The proposed lower block will sit closer to the road and only leave a 1.0 m wide pavement at its frontage, where a new raised kerb to the road edge to replaced the current dropped version, resulting that parking around this position, where the current forecourt with petrol pumps is, will be eliminated. This will help to ease traffic on this part of the High Street. The proposed entrance for the submerged garage will be around the same position as the current workshop entrance, where a remote controlled roller shutter gate will be installed for improved safety, positioned in a way which means that the entering vehicles can wait in the bay under the house N° 3, instead of standing on the road and keeping up the traffic.

Parking by the residents of middle & upper blocks



Parking plot of Victoria Hall



Public parking



Private garages and parking of neighbours



Fig 4.2.2: Areas used for parking around the site, proposed (NTS)

- 4.2.3 Instead of one unitary bulk the new development will create eight houses, grouped into three blocks. Due to this 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. 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.
- 4.2.4 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 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.

Parking by new residents  Access lane  Gardens  Courtyards  Service path 

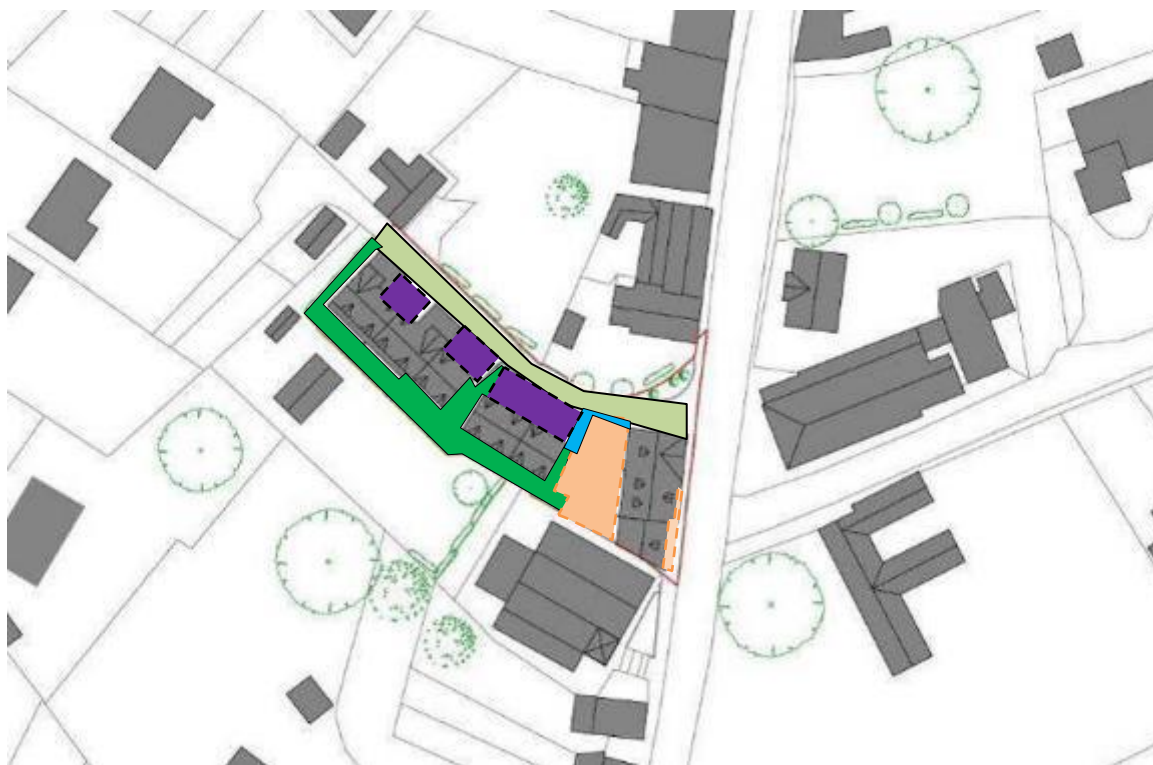


Fig 4.2.3: Proposed site usage (NTS)

5 CONSERVATION AREA & LISTED BUILDINGS

5.1 Setting

- 5.1.1 Tisbury High Street has a constant ground rise, from the south to the north, and there is a fairly steep cross slope from the northwest down to the southeast. In this position Tisbury Motors is cut back into the cross slope and the High Street drops down across its frontage.



Fig 5.1.1: Ground slopes around the site

- 5.1.2 To the south of the garage there is the Tisbury Methodist Chapel dating from 1902, that has a rusticated dressed stone façade under a slate roof. It sits in a raised position and is set back from the back edge of the pavement, by about 5.0 m, where there is an area of lawn and paths to the entrance. The frontage has a stone retraining wall, approximately 1.2 m high, with gate posts and where this is of the similar type to the chapel's front elevation and steps down with the slope. Behind the chapel, at the west, there is a narrow path and then a high concrete retaining wall with an area of grass beyond. Further to the west there is the garden of the neighbouring property, that follow the upward slope of the ground.



Fig: 5.1.2: The Methodist Chapel

- 5.1.3 Further down the slope, to the south of the chapel, there are then detached and semi-detached houses that close to the back edge of the pavement with narrow flower borders and gardens behind. These are of different styles and ages and heights, but they are uniform in using stone as external walling, with roofs of tiles, thatch and slates.



Fig 5.1.3: Residential dwellings to the south of the chapel

- 5.1.4 On the north side of Tisbury Motors a tarmac lane runs up the slope, providing access to the upper part of the site, which is the garage's parking area and beyond which there are a small cluster of houses with their associated gardens, garages and parking areas. They are mostly mid-to-late 20th century development built in a mixture of brick and rendered finishes as well as large corrugated metal and timber sheds and other garages. There are mature trees, shrubs and hedges in their gardens and drives which work as a natural screen, preventing views into the sites.



Fig 5.1.4: Rear car park and neighbouring properties around the west end of Tisbury Motors

- 5.1.5 To the north of the bottom of the access lane is a high stone wall, topped with timber board fence, that curves around at the garden of the house to the north. This wall continues the length of the access lane as it rises up the slope, to where there is a gate to the parking area associated with this property just to the front of one of the rear houses.



Fig 5.1.5: The boundary treatment of the north neighbour, next to the access lane, with garage parking area

- 5.1.6 On the High Street to the north of Tisbury Motors, the first property fronts directly to the back edge of the pavement that steps up vertically by about 1.2 m from the bottom of the access splay to the lane, which requires pedestrians to step out into the road until they can get back onto the pavement by a set of steps set into the edge several metres further up the road. The pavement in front of this house is further reduced in width by a forward projecting two storey bay window to this three-storey house that sits at right angles to the road, with a gable headed front and a roof running to the rear, covered with natural slates. On the north side of this is a two storey shop and with living accommodation above, that is parallel to the road and whose roof is covered with tiles that runs into the side of its southern neighbour below the eaves of the other. These are both stone faced with squared dressed and coursed local stone.



Fig 5.1.6: The north neighbour

- 5.1.7 At the upper end of the building containing the shop there is a change in the stone slab paving to the footpath where this is red stable bricks that once step up, which lead from the edge of the road to a pair of timber gates under a rendered arch linking this property to the next and higher up slope. This was probably a former access to a stable yard behind the houses to the High Street. Then on the north side of this section of bricks there is a further change in the level of the pavement of about 0.9 m, where there is a set of stone steps across the width of the path and where there is a simple handrail against the road. From this position the pavement slopes up at a slightly lesser angle to that of the road where they effectively come together at the junction with Weaveland Road.



Fig 5.1.7: Changes in the west side pavement of the High Street

- 5.1.8 Along this section of the High Street there is a terrace of large three storey gable ended brick buildings that are a mixture of houses and converted former Co-Op shop. The roof line of these properties steps up in turn as the rise up the slope, and when this block wraps around the corner to Weaveland Road other buildings are attached of varying heights so they also have ridge and eaves lines that step up this road. These are a mixture of 19th and 20th century semi-detached and terraced housing on the south side and mostly late 19th century on the north side and are also of mixed types.



Fig 5.1.8: The three storey brick building on the High Street, to the north from the site

- 5.1.9 On the east side of the High Street, opposite Tisbury Motors, there is the junction with Park Road, which comes in from the east. On the south side of this, there is a detached house known as Gaston Manor (Grade II*), sitting against the north boundary of a large garden that wraps around this from the west side, cross the south and then back up on the east side. The house is approximately 20 m from the garage site and is set behind a high stone boundary wall that surrounds the whole garden. Gaston Manor is positioned at a ground level where it is noticeably below that of Park Road, which it abuts at first floor level and as this is behind the wall to the High Street where there are large mature trees as well as high shrubs and bushes that screens Gaston Manor from Tisbury Motors and vice-versa.



Fig 5.1.9: Gaston Manor and its boundary wall, as seen from the forecourt of Tisbury Motors

- 5.1.10 On the north side of Park Road, facing onto the High Street, with a small forecourt, is Victoria Hall that was built in 1897 and which is the main public hall for the village. It is constructed of a mixture of brick, stone and render under a hip ended roof with dormer head windows along both sides that is covered with concrete interlocking tiles. To the rear of this there is Elizabeth Hall, a simple mid 20th century building, with brick walls and artificial slate roof that is a smaller public hall.



Fig 5.1.10: Victoria Hall and the clinic to its north

- 5.1.11 To the north of Victoria Hall, on a raised site further up the slope, there is a detached two-storey brick building, functioning as a medical clinic. This sits slightly set back from the back edge of the pavement where there is a brick retaining wall with metal railing to the top. Next to this, to the north, there is a large open garden above pavement level that has a brick retaining wall and railings as a boundary. Within the garden this is mostly of lawn with some trees and shrubs to the rear and side and all of this is associated with the adjoining house on the north side.
- 5.1.12 Beyond and to the north of the junction with Weaveland Road, on both sides of the High Street, there are buildings of various architectural styles, heights, sizes and positioning. These are largely built from local Chilmark stone, with one or two buildings using brick, artificial stone or render. Roof coverings are of slates, tiles, and thatch over differing structures.



Fig: 5.1.12: Stone faced properties at the north end of the High Street

- 5.1.13 The existing building is a very square and angular and in this form it introduces an alien architectural form into a street frontage that is largely of a traditional and vernacular domestic form and scale. As one approaches on the pavement up the High Street, from the south, the building is not readily noticeable due to it being largely obscured by the raised front ground and boundary wall to the Methodist Chapel and also the bulk of its façade. It is only when the garage is adjacent does its bulk become apparent.
- 5.1.14 When coming down from the High Street from the north on the pavement then similarly, as viewing from the south, the garage block is not readily seen until one is quite close to it, due to it being set back from the road front. When driving down the street the garage is also not clearly seen till approximately 75 – 100.0 m away.
- 5.1.15 When coming from the east along Park Road, due to the slight ground rise the garage is not readily seen until one is at about the back corner of Victoria Hall and from where it gradually increases in bulk till the full east elevation is seen at the junction with High Street. On this approach the view of the site is constrained by Victoria Hall on the north side, and by the stone boundary wall of Gaston Manor and a large Ash tree and on the south side. Due to this framing very little of the chapel's elevation is seen till the point when one reaches the junction, and nothing is seen of the access lane or the adjacent houses on the north side.

5.2 Conservation Area Impact

- 5.2.1 This assessment will consider the Tisbury conservation area, which encompasses the entire site as well as most of the area immediately along the High Street from the top of the village down to the railway station. The site of Tisbury Motors 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.
- 5.2.2 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.
- 5.2.3 There is a general lack of small domestic properties in and around Tisbury. The limited amount of this type of property types affects all generations; first time buyers are looking to get on to the housing ladder and the older generations are trying to downsize from larger houses. Providing eight dwellings of varying sizes will meet the demands of both groups. This will benefit the local community by allowing the younger generation, and possibly young families, to remain local. Further to providing housing, the development would have little impact on the local environment as the plot will be classed as a “brown field” site. Developing on this site would minimize impact on the local environment and green spaces by building on land that has previously been developed.
- 5.2.4 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.
- 5.2.5 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.

- 5.2.6 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.
- 5.2.7 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.
- 5.2.8 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.
- 5.2.9 When approaching the site from north or south on the High Street the site is mostly hidden by the surrounding buildings until one is fairly close to its perimeters. When coming from the east along Park Road, due to the slight ground rise the garage is not readily seen until one is at about the back corner of Victoria Hall and from where it gradually increases in bulk till the full east elevation is seen at the junction with High Street. On this approach the view of the site is constrained by Victoria Hall on the north side, and by the stone boundary wall of Gaston Manor and a large Ash tree and on the south side. Due to this framing very little of the chapel's elevation is seen till the point when one reaches the junction.
- 5.2.10 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.

5.3 Listed Buildings Impact

- 5.3.1 There are no listed buildings on this site, but there are numerous 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 the street. This house sits approximately 30.0 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.
- 5.3.2 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.

6 CONCLUSION



Fig 6.1: Translucent montage of existing and proposed east elevations (NTS)

- 6.1.1 The current garage building is no longer fit for purpose due to changes in vehicles over the last decades, as well as the need to renew the fuel storage tanks under the forecourt. The building has reached the end of its designed life where even if the various faults and failed items are repaired or replaced the building can still not function adequately for its use. To enable the continued use of this site as a garage, the entire property would need to be replaced with a more modern structure to suit the needs of an up to date mechanical workshop, but that would result in the need for extra parking and generate even more traffic movements in the vicinity. This would result in a significantly larger structure and greater commercial activity within what is now a residential area. The construction of a larger modern industrial unit

to meet the current industry requirements and building regulations on this site would be completely out of keeping with the conservation area within which the plot lies.

- 6.1.2 The petrol pumps in the forecourt are of an age where they do not meet current installation standards and as a result any new business owner would not be able to obtain a license to use them. The current license continues on the basis colloquially known as “grandfather rules” and would not be transferrable to any new ownership or business. There would be no loss of employment, as the business will merge with another locally to maintain the workforce.
- 6.1.3 Tisbury Motors is not representative of the other forms of construction seen throughout the Tisbury conservation area and is not of particular architectural interest or significance. Therefore, its removal will not detract from the historic character or significance of the conservation area, but it will enhance these factors. Similarly, the immediate street scene will be improved by the removal of vehicles that are parked and the amount of related traffic will be reduced in the vicinity, also will generally improve the historic character of the area.
- 6.1.4 Constructing new, smaller residential units on a brown-field site within an existing population centre should be considered as a positive step to reduce the impact that new housing and developments around the edges of the village have on the local environment. This re-development will provide much needed additional accommodation for those seeking their first homes, as well as those who want to downsize and so release larger family homes in the village.
- 6.1.5 The new houses have been designed with care to ensure that existing sightlines are not impinged and the scale, form and architectural styles and details of the new design match closely with those seen on neighbouring plots and within the immediate area. They will improve the street scene from every angle and distance.
- 6.1.6 The proposed site will fit better to the layout of this part of the village, as it will be more obvious that these are private dwellings, not commercial or communal buildings. Therefore, the significance of the neighbouring Victoria Hall and Methodist Chapel will not be harmed, as they will remain the more dominant buildings.
- 6.1.7 Nearby listed buildings will not be adversely affected, as most of them have no direct visual relation with the site. Gaston Manor II* sits opposite the site, however, the house is in a decent 20.0 m distance and behind a screen of stone boundary wall and mature trees. Replacing the modern garage built to a traditional look-alike construction will only enhance the visual relation between the two sites.
- 6.1.8 Overall the removal of the garage and the re-use of an industrial site with a more sympathetically designed residential development will provide an improvement to the village. The historic character and the significance of the conservation area will be maintained with the introduction of group of new buildings with a traditional appearance.