

WILTSHIRE COUNCIL  
 DEVELOPMENT SERVICES  
 Rec 22 JUN 2011  
 Acknowledged  
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**TISBURY PARISH COUNCIL**

**APPLICATION NUMBER: S/2011/0322/full**

**Proposal:**

approval of reserved matters pursuant to o/l pp  
 S/2008/0779 - erection of 90 dwellings and 3800sqm of B1  
 business floorspace

**Address:**

Land off Hindon Lane, Tisbury

**Case Officer: Mr A. Bidwell**

At a meeting held on 21<sup>st</sup> June 2011 the Parish Council considered the above application/amended plans and has the following response to make.

	No comment
	Support
X	Support subject to conditions
	Object
	No objections

**Suggested special conditions/reasons for refusal based on local knowledge**

Parish Councillors were conscious of and welcomed the measures taken to protect No.2 Alexandra Cottages from exhaust fumes and headlight glare from car parking on the development.

However, in making these changes, it appears that this particular car parking area becomes an area where undesirable behaviour may take place. Councillors would therefore like this aspect of the plan to be reviewed before approval.

*Sandra Harris*

Parish Clerk:

Dated: 22<sup>nd</sup> June 2011

Please return form to:

[developmentmanagementsouth@wiltshire.gov.uk](mailto:developmentmanagementsouth@wiltshire.gov.uk)

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# WEST TISBURY PARISH COUNCIL

<b>APPLICATION NUMBER S/2011/0322</b>	
<b>Proposal : Approval of reserved matters</b>	<b>Address : land off Hindon Lane</b>

The Parish Councillors have considered the above application/amended plans and have the following response to make.

No comment	
Support	
Support subject to conditions	•
Object	

### Suggested special conditions/reasons for refusal based on local knowledge:

Northern Access Road (direct into the sports centre): Cnllrs agree that this access should initially be gated, with an option to be open and under the control of the local community; this to be following an early car parking/traffic survey and consultation as a part of the Community Campus 5 year programme.

Southern Access Road (emergency access): Cnllrs are of the opinion that access should be available through the new estate into Weaveland Road and Churchill  
 Choice of building materials: Cllrs are not in favour of the use of corrugated metal for roofing or the building of the industrial units

Street Lighting : Cllrs would prefer no street lights or minimal use of downlighters, which should be turned off at midnight. The site is on top of the skyline and street lighting would have a detrimental effect on the environment – causing significant light pollution. The use of movement sensors may be appropriate in certain locations of the site eg industrial unit car parks

Bridle Way – it is important that unimpeded access to the existing bridle way should be maintained at all times

Parish Clerk Janet Amos

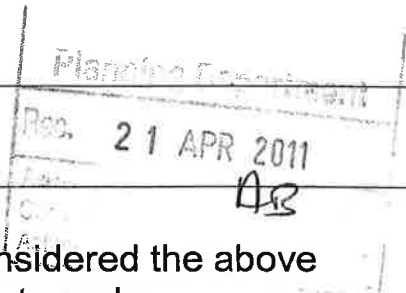
Dated 26 April 2011

<b>Planning Department</b>	
<b>27 APR 2011</b>	
acknowledged	-----
Copy to	----- <b>ALB</b> -----
Action	-----

# TISBURY PARISH COUNCIL

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<b>APPLICATION NUMBER: S/2011/0322/rm</b>	
<b>Proposal:</b> Approval of reserved matters pursuant to o/l pp S/2008/0779 - erection of 90 dwellings and 3800sqm of B1 business floor space	<b>Address:</b> Land off Hindon Lane, Tisbury
<b>Case Officer: Mr Andrew Bidwell</b>	



At a meeting held on 19<sup>th</sup> April 2011 the Parish Council considered the above application/amended plans and has the following response to make.

	No comment
	Support
<b>X</b>	Support subject to conditions
	Object
	No objections

**Suggested special conditions/reasons for refusal based on local knowledge**

- a. Northern Access Road (direct into the sports centre): Cnllrs agreed that this access should initially be gated, with an option to be open and under the control of the local community; this to be following an early car parking/traffic survey and consultation as a part of the Community Campus 5 year programme.
- b. Southern Access Road (emergency access): Cnllrs agreed that it is essential that this access be left open but with restricted width as a traffic calming measure.
- c. Rear Access Parking for Residents of 1 to 8 Hindon Lane: the PC would like the option for parking to the rear of these properties to be positively encouraged and that agreements be in place to provide access to residents over the proposed land in Housing Association ownership. It was accepted that individual residents would be responsible for arrangements on their own land.
- d. Design and Style of Properties:
  - i. the majority of garage units (pp-106) appear to have tin rooves - Cnllrs agreed that roofing to match that of the associated house would be preferred.
  - ii. The tin on the industrial units should be replaced with traditional materials, timber or brick for example.
  - iii. The use of local stone should be specified.
  - iv. More variation in the design of the houses (predominately symmetrical) could be introduced.

- v. A number of features are illustrated on the house designs that Cnllrs felt should be used with restraint, in particular canopies, glazing bars and decorative ironwork.
- e. The closeness of Alexandra Cottages to the development boundary was noted and Cnllrs were conscious that the concerns of the residents of these cottages needed careful consideration, in particular, the view onto the garages.
- f. Cnllrs agreed that there should be minimal impact from street lighting on the development, with a preference for no lighting at all if possible. Failing that, any street lights should be turned off between midnight and 5am and should be down lit.
- g. A police audit of the development layout should be requested to ensure that no undesirable congregation areas are inadvertently included.
- h. The original approved outline permission contained a requirement that there were to be NO RETAIL UNITS, and Cnllrs confirmed that they were strongly against any retail units being introduced onto the development.
- i. Bridleway: Cnllrs emphasized the need for proper account to be taken of the bridleway, with width and orientation of access gates being important.
- j. Sustainability: Little mention is made of sustainability, but Cnllrs were aware that current Building Regulations would ensure a desirable level of green technology and that CG Frys policy of air source heat pumps rather than oil tanks and efficient thermal insulation in preference to inappropriate solar panels and FITs was adequate.
- k. Wildlife Protection Measures: protection of dormice populations, for example, should be demonstrated, monitored and recorded.

Sandra Harry

Parish Clerk:

Dated: 20<sup>th</sup> April 2011

Please return form to:

[developmentmanagementsouth@wiltshire.gov.uk](mailto:developmentmanagementsouth@wiltshire.gov.uk)

Clark, Hayley

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**From:** sandraj.harry@gmail.com on behalf of tisburypc@googlemail.com  
**Sent:** 15 March 2011 22:52  
**To:** Bidwell, Andrew  
**Cc:** Development Management South  
**Subject:** S 2011 0322 & 0323 Hindon Lane Development - response from Tisbury PC

from Sandra Harry - Clerk to Tisbury PC

Dear Mr Bidwell,

The Parish Councillors have now had a discussion about the consultation process envisaged with residents of Tisbury on the Hindon Lane development.

The final decision by Parish Councillors will not be made until 19th April and the response would be with you by 21st April at the latest. This would require an extension to the normal 21 day response period and I hope that this will be in order for such an important development within the village. Perhaps you would confirm that this is acceptable to you please.

The Parish Councillors plan to discuss the applications in the first instance on the 5th April and will encourage as many residents to attend as possible.

Please do come along to the meeting if at all possible - it will start at 7pm in the Victoria Hall.

I believe that WCnlr Tony Deane is also encouraging the Highway Engineers to come along too.

Best wishes,  
Sandra.

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Mrs S. J. Harry 01747 828699

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<b>Planning Department</b>	
<b>Rec.</b>	<b>16 MAR 2011</b>
Assigned to	
Copy to	AB
Action	

Main Points raised during the public discussion on Tuesday 5<sup>th</sup> April 2011:

- a. Access to and from the development through Churchill Estate and Weaveland Road - the potential for a rat run and speeding traffic would be encouraged by leaving the gates open. Others favoured the open gates that would allow an 'interconnection' between the old and new housing areas of the village. It was felt that the 'cul de sac' designs of earlier developments (Gillingham was mentioned) may cause community problems.

A straw poll of those residents present at the meeting (16) was taken; 11 were in favour of leaving the gates open; 3 were against with 2 abstentions.

- b. The fabric of the 'industrial buildings' was not generally welcomed, especially as they were the first structures seen on entering the development from Hindon Lane. A material more in keeping with the local environs was thought more suitable than 'crinkly tin'.
- c. Some residents thought the industrial units were well placed, being set back from the road with parking to the rear.
- d. Mention of screening with the plans was thought to be at odds with other references to the High Hedge Act.
- e. Speed restrictions on Hindon Lane - some residents in favour; others against, indicating that parked cars were a better deterrent than unenforced speed restrictions.
- f. The siting of traffic calming 'pinch points' was questioned, but there was no real consensus of opinion. The pinch point outside Barrowby House was located at the only really safe place for 2 lorries to pass at the current time; the potential double yellow lines however would improve visibility.
- g. The status of the track running between the allotments and the development site was raised. Would this be a footpath, cycle track, be surfaced, have street lights etc?
- h. The loss of residents' privacy for those living at 1 to 8 Hindon Lane since the change of road layout was highlighted.
- i. Highway Engineers were urged not to allow any incline on the approach to the T-junction towards Hindon Lane for at least 5 car lengths; the installation of traffic lights was also mentioned.
- j. Planning Officers were urged to place a condition allowing site traffic to approach from the north only.
- k. An aesthetic point - a high proportion of the house facades were very symmetrical.
- l. Little mention is made of sustainability or green issues.
- m. Wiltshire Hways were urged to assess the impact of additional cars/traffic on the parking chaos already present within the village; also, the need to slow traffic on the High Street where there are stretches without pavement.