**Station Works – First Report to TPC/WTPC by Joint Working Group**

TPC and WTPC have set up a small Joint Working Group (JWG) to advise TPC how it could respond to Tisbury Community Homes Ltd (TCH) and Wiltshire Council about TCH’s Station Works proposal.  It must be understood that at this point all that is on the table is the Design and Access Statement prepared for TCH by Intelligent Land.  This statement may be their idea of a masterplan out for consultation but at this stage they have not submitted even an ***Outline*** Planning Application - so many more detailed issues raised by those who have responded to our two information flyers can be put to one side for the time being.  The key issues at this stage are simply the nature and scale of the proposed development and the question of access. The JWG has met Intelligent Land on site for an initial discussion and IL were represented at the recent public meeting.

This is a summary of our conclusions so far and an agreed programme of work over the next few weeks.

**The Joint Working Group has reached the following interim conclusions** - again at this early stage and prior to further discussions with Intelligent Land and the new Great British Railways.

* The Neighbourhood Plan, now approved as part of Wiltshire's core strategy accepts mixed use (i.e., housing plus some employment generating uses) subject to appropriate pedestrian access. That means that at some point, now or in the more distant future, the site is going to be developed.  It is too late to object to the principle of development.
* A pedestrian bridge over the tracks or a tunnel somewhere near the middle of the development exiting on railway land will not be possible for several/many years to come.  GBR might conceivably be keener on expanding Tisbury Station than Network Rail were but designing that expansion, making a business case for it and getting funding will be a very protracted process.
* There is an existing right of way over the tracks, but TCH proposes to fence it off from the development and in any case GBR inherits a policy of closing such rights of way wherever possible. A full level crossing for vehicles and pedestrians would appear to be out of the question.
* GBR will be reluctant to consider a pedestrian tunnel near the 3 Arch Bridge. Such a tunnel would still involve a long walk and debouch onto the wrong side of Station Road and therefore need a zebra crossing.
* The existing footway through the central arch of the 3 Arch Bridge is too narrow for wheelchair use and cannot be made wider. However, it could be upgraded for purely pedestrian (but not wheelchair) use as suggested in the Neighbourhood Plan
* The third (river) arch could be converted for pedestrian/wheelchair use but that would require a light controlled pedestrian crossing and an even longer walk.The feasibility of this should be tested and put to the developer as an option.
* So, in the JWG’s view, if these alternatives are not feasible, the developer's traffic light option is the only way in which housing can be developed on the site prior to GBR allowing a bridge or tunnel - and that is ***irrespective***of the number of houses or the size of the Care Home (which we consider is too big)
* Thus, if we win a campaign to stop the traffic light option - which is the clear wish of almost all those who have responded to the JWG flyers - we delay any significant development of the site by any developer until a bridge is agreed.  We see the community's strong opposition to the traffic light option as a show stopper.
* If, as a result of blocking the traffic light option, the development of the Station Works site for ***any*** number of houses is stopped we will eventually face pressure to develop elsewhere.  Wiltshire's core strategy provides for 70 more homes in Tisbury by 2036.  9 are likely at the old Sports Centre so sites for 61 more would have to be found - The Avenue? Wyndham 2?
* If we lose on the traffic lights but focus on getting the housing numbers down and/or blocking the care home the developer is likely to argue that the development would be unprofitable. The developer would however have to prove that as the NP says an agreed master plan must undergo an “open book” viability test. If the development were found to be not profitable at that reduced scale we would again be pressured to allow development elsewhere. But we have until 2036 to find ways of hitting the 61 more homes target.  Wiltshire promise not to move this goalpost!

**The Joint Working Group has agreed the following programme of work:**

Assuming TPC approves this first JWG report the JWG intends to proceed as follows:

**1. Masterplan**

We need written confirmation from Wiltshire to pin down the role of the Masterplan

* Does the Design & Access Statement and its supporting technical reports constitute a Masterplan?
* Does this Masterplan have to be agreed before Intelligent Land submit an Outline Planning Application?
* Who has to agree it?
* What happens if, after negotiating in good faith, TPC objects to it?

***Action by Richard Beattie, supported by TPC Parish Clerk***

***2.*A fuller analysis of the responses received to date**

We need to know the total number of responses and the numbers commenting specifically on the key three key issues - the nature of the development proposal (housing and care home), its scale and density, and the pedestrian access problem.

***Action by TPC Parish Clerk***

The responses include a smaller number of much longer and more retailed replies.  We need to digest and, where appropriate, reply to these.

***TPC Clerk to copy these longer responses to Richard Beattie for action.***

**3. Involving the outlying communities**

The outlying parishes have set up a Tisbury Access Group to represent them.

***TPC Clerk to arrange a JWG/TAG meeting.***

**4. Meeting with Great British Railways**

We need a clearer idea of GBR’s position on the nature and timing of any future development of Tisbury Station – does it differ from that taken by Network Rail? Would they consider any proposals for a bridge or underpass prior to that development? Is a level crossing possible?

***Ione Lacey to seek a JWG meeting with GBR – possibly on-line.***

**5. Meeting with Intelligent Land**

We need to continue our discussions with IL to establish their view of the master-planning process, their proposals for public consultation, and their response to the views expressed at the public meeting.

***Gerry Murray to seek a face-to-face JWG/IL meeting.***

**6. Assemble a team of professional advisers**

At some stage we may need professional advice on planning, traffic and other technical issues. This would have to be paid for by the two Parish Councils with possible contributions from the Tisbury Access Group.

***Ione Lacey to list suitable professionals - without commitment.***

RAB 9 June 21