

Planning Statement:

**Land at Station Works, Jobbers Lane, Tisbury,
Wiltshire SP3 6QU**

On behalf of Tisbury Community Homes

Prepared by Intelligent Land

August 2021



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1. Introduction

The purpose of this statement

- 1.1 Intelligent Land has been instructed to develop and submit an outline planning application for development of the site known as Station Works in Tisbury, on behalf of our client, Tisbury Community Homes.
- 1.2 This Planning Statement sets out the details of the site, including its planning history. It then describes the proposed development for the site, the subject of this application, including details of which matters are submitted for formal approval and which are reserved for future determination.
- 1.3 Whilst this is an outline application, the statement nonetheless establishes the considerable survey and design work which has been undertaken by Tisbury Community Homes to address constraints on the site, and to establish a high quality and sustainable development proposal which is in line with the Development Plan (including the Tisbury Neighbourhood Plan), and which will complement the attractive and historic context of the village of Tisbury.

The vision for the Station Works site

- 1.4 The Station Works site has largely been vacated by all but two businesses, and the site has, for some time, become a visual blot on the landscape and townscape of Tisbury. It is clear from the Tisbury Neighbourhood Plan that the Parish Council, Wiltshire Council, and local residents and businesses in Tisbury, wish to see the site redeveloped to provide much needed housing and jobs, as well as creating an attractive development within the village.
- 1.5 Tisbury Community Homes shares this wish, and from the outset has set out a clear vision for the development of the site:

To create a high-quality mixed development scheme for Tisbury Station Works, which integrates with the historic character of the village of Tisbury, whilst also meeting the needs of the village for housing, employment and facilities.

To create an attractive and popular development, accessible and well located for the village's shops and services, and for the station and other transport links, and which enhances the community of Tisbury.



Scope of the planning application

- 1.6 This application is for the redevelopment of approximately 1.9 hectares of the 4.1-hectare site known as Station Works, Tisbury for a mixed development comprising 86 dwellings, a 30-40-bed care home including community medical facilities, enhanced vehicular access, and enhanced pedestrian access from the site to Tisbury village centre, and associated landscaping and open space.
- 1.7 The application is for outline consent for the principle of the development proposed, but with all matters reserved save for the following:
- Details of the means of vehicular access to and from the site;
 - Details of pedestrian and cycle access to and from the site, including footway proposals, pedestrian crossing, access under the existing railway bridge, and associated traffic management on Jobbers Lane and Station Road;
- 1.8 Although other matters of detail and design are reserved, the application is supported by an indicative site master plan and a series of technical studies in order to demonstrate that the form and scale of development proposed is acceptable, sustainable and viable.

Application contents

- 1.9 This application is supported by the following documents and plans:
- A completed application form;
 - Completed ownership certificate A indicating the applicant's ownership of the site;
 - The required planning fee;
 - A Planning Statement (this document), setting out a full planning assessment of the application;
 - A Design and Access Statement, produced by Thrive Architects, setting out the design rationale and master planning of the site, taking account of various technical studies.
 - A Statement of Community Involvement setting out details of all pre-application engagement undertaken during the preparation of the planning application.
 - A site location plan at 1:1250 scale @ A2 Reference LP01 Rev A
 - A site plan at 1:500 scale @ A0 Reference ESP01 Rev A



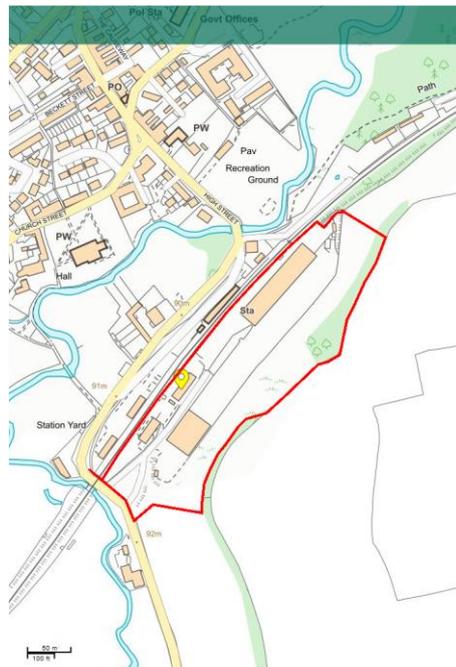
- Site section plans at 1:500 scale @ A1 Reference SS01 Rev A
- Indicative site layout plan at 1:500 scale @ A0 Reference SKL-06 Rev P9
- Access layout and visibility splay plan at 1:200 @ A1 Reference 6222 Rev P2
- Pedestrian/cycleway structure plan and elevations (scales as indicated) Reference 0001 Rev P2
- A Transport Assessment and Framework Travel Plan from Campbell Reith Consultants
- An Ecological appraisal produced by ABR Ecology
- A Habitats Regulations Assessment produced by ABR Ecology
- A Lighting Assessment from Alan Tulla Lighting Consultants (in support of the HRA).
- An Arboricultural Report and Impact Assessment produced by Haydens Arboricultural Consultants.
- An Archaeological Desktop Study Report produced by Cotswold Archaeology
- A Heritage Statement produced by Forum Heritage Services
- A Landscape and Visual Impact baseline Analysis and Assessment produced by MHP Design
- A Flooding and Drainage Assessment produced by Campbell Reith Consultants
- A Ground Investigation Report and Contamination Remediation report produced by Ridge Consultants
- A Noise Investigation Report produced by Venta Acoustics
- An Affordable Housing Statement produced by Intelligent Land
- An Education Assessment Report produced by Alfredson York



2. Site context and technical assessment

The site and location

- 2.1 The village of Tisbury is approximately 21 km west of Salisbury on the northern side of the river Nadder within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty.
- 2.2 The site known as Station Works, lies approximately 0.5 km south of Tisbury village centre, immediately to the south of Tisbury railway station, on the opposite side of the railway line, with open countryside on its eastern boundary.
- 2.3 The Station Works site was originally part of the railway, forming sidings and a goods yard for Tisbury as well as a small gas works and machinery factory on part of the site. These various uses had ceased by in the late 1960s, and the site was subsequently developed for employment use, with the building of a large factory in the mid-1970s, part of which is still in existence today.
- 2.4 Latterly however, the site has fallen into low use, with part derelict and part in use by local storage, commercial and manufacturing businesses with a number of existing large buildings, structures and associated hard surfaces, all of which are in poor condition. Vehicular access is from the south west of the site via Station Road/Jobbers Lane.
- 2.5 A location plan of the site is shown in figure 1 below.





Relevant planning history

- 2.6 As set out above, the Station Works site has a long history of development. As this development is largely historic and of little relevance to this application, it is not summarised here.
- 2.7 In the early 2000's the site was acquired by St Modwen Properties, who subsequently submitted planning applications for a mixed-use development of residential and employment uses, with alterations to the site access. The first of these, reference S/2002/1367, was refused on 29th November 2002. A subsequent application was refused on 13th August 2004, reference S/2003/2547.
- 2.8 In both cases, the primary reason for refusal was that the loss of employment land was unacceptable and that the site lay outside an area allocated for residential development. The planning policy position has changed significantly since these applications were refused, and the current position is set out in Section 5 below.
- 2.9 Employment use on the Station Works site continued to decline, and in 2011, prior approval was sought for demolition of the office block and a warehouse on the site. This was not a formal planning application, but was a form of prior notification application, submitted under Part 31 Class A to Schedule 2 of the GPDO. Prior approval was granted on 12th May 2011. (Ref: S/2011/0660).
- 2.10 The plan below shows the proposed demolition at the time:





- 2.11 In fact, the office building and two of the warehouse buildings were not demolished and remain on the site. The office building is in a fairly dilapidated condition but remains partly in use on the ground floor only.

Technical assessments

- 2.12 In developing proposals for the Station Works site, Tisbury Community Homes has engaged suitably qualified and experienced consultants to provide detailed assessment of the site, its constraints, and its development potential across a wide range of areas. Where appropriate, technical reports have been produced as an evidence base to support this application, and these are submitted with the application.
- 2.13 In this way, Tisbury Community Homes intends to demonstrate that, whilst this application is outline at this stage, a viable and sustainable development of the Station Works site is achievable in line with development plan policy, and such constraints as affect the site, and will enhance the village of Tisbury.
- 2.14 The paragraphs below introduce the various assessments, outlining their main findings, and cross referencing to the appropriate appended report for ease of reference.

Technical Assessment - Landscape and visual analysis

- 2.15 Despite the fairly run-down and visually unattractive nature of Station Works, the site nonetheless lies within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB). The site also lies at the developed edge of Tisbury village, so its relationship with the adjoining landscape is important.
- 2.16 Tisbury Community Homes has engaged **MHP Design Landscape Architects** to produce a **landscape and visual impact appraisal** of the Station Works site and its surroundings. A baseline analysis was completed in September 2019, with a further assessment produced in April 2021 following agreement on an indicative layout for the proposed development.
- 2.17 The assessment seeks to identify the potential landscape and visual issues relating to the study site and its setting and has been undertaken in two stages; a desktop study and field survey work with assessment. The desktop study consists of reviewing aerial photographs, OS maps, local plans, landscape designations and landscape character assessments. The field survey work consists of a site visit to establish the extent of visibility to and from the study site, identification of publicly accessible locations that represent typical views of the site followed by photographs taken from the selected viewpoint locations.



2.18 The baseline assessment has drawn the following conclusions:

The site is adjoining Tisbury Town and forms part of the settlement edge. It is characterised by its current commercial and manufacturing uses. Large areas of the site are currently disused and derelict, untidy and degraded in character, with areas of disturbance and vandalism detractors when viewed in the context of the town. The site is open to its western boundary where it adjoins the mainline railway, and transitions to wider open countryside to the east where steeply sloping landform associated with the ridge contain the site.

The site and its context have a low sense of tranquillity and its untidy and unkempt nature and character are at odds with the more desirable characteristics of Tisbury Town.

The site itself has limited landscape features which contribute to both its location within the Cranbourne Chase Area of Outstanding Natural Beauty and the edge of the town. The site and its immediate contextual area do not contain rare or unusual features and therefore do not contribute positively to the wider rural setting of the AONB landscape. The landform associated with the ridge on the south eastern portion of the site is visible in views from the town and contributes to creating a back cloth and setting to the town.

Opportunity exists through redevelopment of the site to create enhancement through appropriate sensitive development suitable for its edge of settlement and Area of Outstanding Natural Beauty location. Where the landscape is currently degraded by former site activity, enhancement to character can be created through redevelopment removing detractor elements creating a well-considered development of an appropriate size and scale which responds to its location.

2.19 In terms of the landscape sensitivity of the site, the baseline assessment has concluded:

The landscape character of the current site does not currently contribute to the wider rural setting of the AONB nor does it strongly reflect the desirable characteristics of the published landscape character type.

*Taking the above into consideration, it is assessed that the study site has an overall **low** value reflecting its current character and an overall **medium** landscape sensitivity to change based on its limited features but recognised location within the Cranborne Chase AONB landscape and proximity to the Tisbury Conservation Area.*

2.20 The indicative site layout has then been subjected to landscape and visual impact appraisal, which has assessed impact from a range of receptor locations around the site and wider village and footpath network. The appraisal draws the following conclusions on the impact of the proposed development:

The proposals have been assessed and found to be of an appropriate scale and design (materials, architectural detailing, including contemporary building styles) incorporating some of the features identified within Tisbury Village in a modern and contemporary style. As a result, the proposal would contribute positively to the local built form character. The proposals will bring landscape enhancements including the enhancement of existing vegetation and trees and tree planting throughout the development to create a sense of place and attractive location for new residential development. The introduction of materials and finishes and native

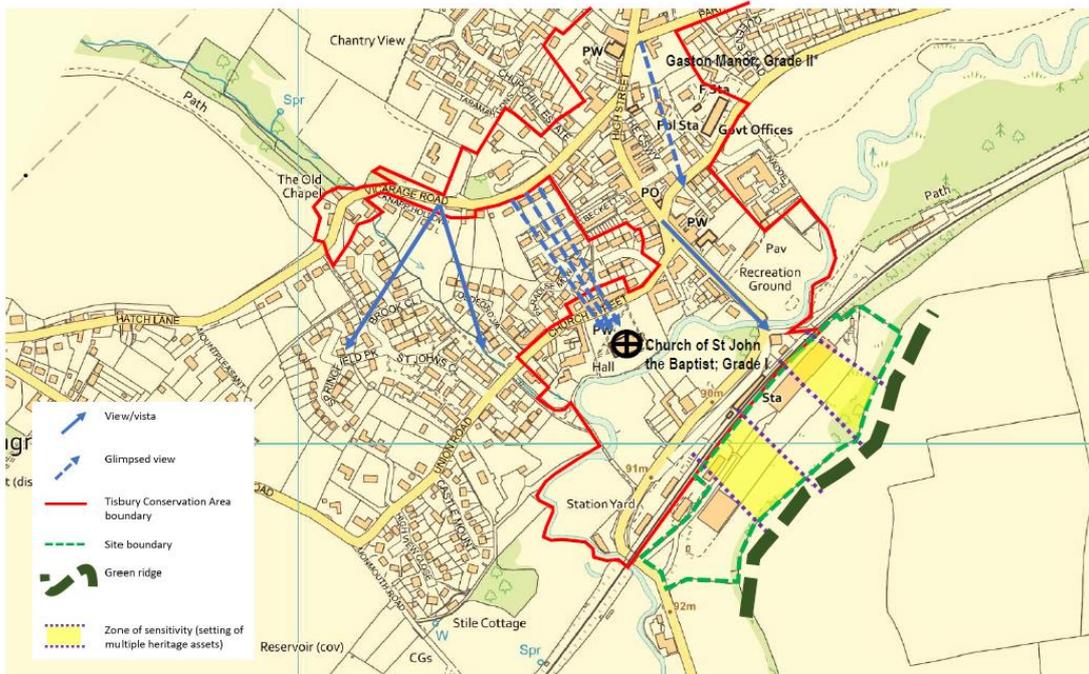


landscape planting recognised within the character of the AONB which are not currently present on site will bring significant enhancements and continuity to what is currently a partially derelict site with an eclectic character not representative of the local character of the area.

The proposed development has been assessed in accordance with a professional methodology and no significant landscape or visual harm have been identified that will arise through either the construction or operational phase of the proposed development. The assessment has identified that overall the proposals will cause little landscape or visual harm and provide an opportunity to bring enhancements and strengthening of the local landscape character. This is in keeping with intentions of both national and local policy and guidelines and strategies within the Cranborne Chase AONB Management Plan.

Technical assessment - Heritage and townscape analysis

- 2.21 Similarly, the site's relatively unattractive visual character needs to be set within the context of the attractive and historic village of Tisbury. Whilst on the periphery of the village and separated from it by the railway line, Station Works nonetheless lies adjacent to the boundary of the Tisbury Conservation Area, which covers the majority of the village.
- 2.22 Tisbury Community Homes has engaged **Forum Heritage Services** to produce a **Heritage and Townscape Appraisal** of the Station Works site and its surroundings. As part of this assessment, a heritage constraints plan was produced in October 2020 and is shown in Diagram 2 below.



- 2.23 The Heritage and Townscape appraisal has been used to inform the indicative site layout set out in the Design and Access Statement, and has made the following conclusions:



- *The proposed development of the Station Works Site has the potential to impact upon a number of nationally important heritage assets, to include Grade I and Grade II* listed buildings and a designated conservation area.*
- *The development should be sensitive to the setting of principally the Grade I listed Church of St John the Baptist and its green backdrop and the setting of non-designated heritage assets forming an important part of the character and appearance of the Tisbury Conservation Area, most notably the railway group to the 'gateway' character area of the conservation area.*
- *This report has highlighted areas of sensitivity which should be carefully considered when proposing detailed design of the layout, scale and particularly height and bulk of buildings in these sensitive parts of the site*
- *The proposed development has the ability to preserve and enhance the character and appearance of the Tisbury Conservation Area. This part of the Tisbury Conservation Area as defined within this report has the flexibility to accommodate change providing the scale, form, massing, materials and detailed design refer directly to the established historic grain and scale of the surrounding area.*
- *The proposed development subject to layout will cause no harm to the significance of designated heritage assets for which the site may be considered to form part of their setting.*
- *The character of the site in relation to the setting of the conservation area will experience a degree of change in terms of the perception of development. The quality of the proposed development has the potential to be an enhancement to the character and appearance of the conservation area by creating new built form which positively responds to the local vernacular in both form and material use.*
- *The proposals in combination with the Landscape and Visual Appraisal by others have understood the significance of designated heritage assets which may be affected by development on the site and in accordance with the National Planning Policy Framework and Local Plan policies of Wiltshire Council and they have designed layouts which respond positively to the characteristics of the site and have the potential to enhance the setting of designated heritage assets.*

Technical assessment – Tree Survey and Constraints and Impact Assessment

- 2.24 As a former railway yard and industrial site, the majority of the site at Station Works is devoid of trees or other vegetation, with areas not covered with buildings being primarily hard surfaced.
- 2.25 The main areas of trees and vegetation are around the site entrance onto Jobbers Lane, on the bank which forms the south eastern boundary of the site, and at the north eastern and south western boundaries of the site.



2.26 Tisbury Community Homes has engaged **Haydens Arboricultural Consultants** to produce a tree survey and constraints plan of the Station Works site to guide future development. This appraisal was completed in September 2019 and subsequent **Arboricultural Impact Assessment** undertaken following development of the indicative layout, in April 2021.

2.27 The tree survey and constraints plan informed the indicative layout submitted with the application. As part of this survey a total of twelve individual trees, three groups of trees, thirteen areas of trees and one hedge have been identified. These have been numbered T001 – T012, G001 – G003, A001 – A013 and H001 respectively. The Arboricultural Impact Assessment has drawn the following conclusions:

1 In addition to trees which require felling irrespective of development, it is necessary to fell eight category 'C' trees (T001, T002, T003, T004, T006, T007, T008 and T009) and one category 'U' tree (T005). One category 'B' group of trees (G003), four category 'C' areas of trees (A001, A002, A003 and A005) and one category 'C' hedge (H001) also require felling.

2 One tree (T007) has been identified for removal irrespective of any development proposals. The removal of this tree coincides with the requirements of the proposed layout.

3 The alignment of the proposed buildings do not encroach within the Root Protection Areas of any trees that are to be retained. In view of this, as assessed in accordance with BS5837:2012 no specialist foundation designs or construction techniques will be required to prevent damage to tree roots. Specialist foundations may still be required for other reasons, including mitigating the influencing distance of tree roots, subject to expert advice from a Structural Engineer.

4 The alignment of replacement hard surfaces encroach within the Root Protection Area of one group of trees (G001) that are to be retained but this is not considered to be a substantial issue, as discussed at item 4.4.3.

5 This report recommends that specialist advice is obtained by expert practitioners in other disciplines. Such input should always be sought prior to the submission of this report in support of a planning application in order to demonstrate that the techniques and methods hereby proposed are achievable. In this particular circumstance it is necessary to contact the following:

- *Structural Engineer (foundation design, item 4.4.1)*

6 All trees and landscape features that are to remain as part of the development should suffer no structural damage provided that the findings with this report are complied with in full. This includes ensuring that protective fencing is erected as detailed at items 4.6 and 5.1 of this report.



7 Post Planning Permission – Subject to achieving Planning Permission, a detailed Arboricultural Method Statement and Tree Protection Plan will be required. This will include the following: fencing type, service drawings, project phasing and an auditable monitoring schedule.

Given the above, there are no overt or overwhelming arboricultural constraints that can be reasonably cited to preclude the proposed construction.

Technical assessment – Ecology Survey and Habitats Regulation Assessment

- 2.28 Tisbury Community Homes has engaged **ABR Ecology** to produce an **Ecological Impact Assessment Report** of the Station Works site, and to undertake a **Habitats Regulations Assessment**. Survey work was carried out during 2019 and 2020 in accordance with best practice for surveying the relevant species concerned.
- 2.29 A report of ABR Ecology was produced in July 2021, and has made the following conclusions and recommendations in respect of habitat and species:
- A construction environmental management plan should be developed to mitigate any construction impacts on the River Nadder;
 - A financial contribution should be made (through S106 obligation or CIL) toward implementation of the River Avon Phosphate Management Plan;
 - Replacement hedgerow planting to be provided for any lost as part of bat mitigation;
 - A landscape and environmental management plan to be developed to ensure the vegetated bank, together with any new landscaped areas, and the attenuation pond are managed for wildlife in the long term;
 - The Himalayan Cotoneaster on the railway embankment where it encroaches on the site should be removed;
 - Specific mitigation proposals for foraging badgers, birds, barn owls, bats and reptiles to be incorporated into the development.
- 2.30 Following further pre-application discussions with Wiltshire Council ecologists, a **Habitats Regulations Assessment report** was commissioned to assess the specific impacts of the development on designated sites was undertaken by ABR Ecology and a report concluded in July 2021.



2.31 The assessment specifically considered the impact of the proposed development at Station Works on the Chilmark Quarries SAC and the River Nadder, which is a tributary of the River Avon SAC.

2.32 The HRA screening considered that likely significant effects could not be ruled out in the absence of mitigation for River Avon SAC phosphate pollution and recreational impacts and for Chilmark Quarries loss or fragmentation of functional habitat (both physical loss and via light disturbance impacts).

2.33 The assessment is summarised in the table below:

Table 9.1: HRA summary

Receptor	Unmitigated Impact	LSE alone	LSE in combination	AA required	Mitigation strategy	Adverse effect on integrity?
River Avon SAC	Construction impacts	No	No	No	-	-
	Recreational pressure	No	No	No	-	-
	Phosphate pollution	No	Yes	Yes	Water use restrictions and CIL payment	No
	Water abstraction	No	No	No	-	-
Chilmark Quarries SAC	Habitat loss and fragmentation	Yes	Yes	Yes	Lighting design and landscaping	No

2.34 The assessment then considered mitigation measures proposed with the development:

- Extensive habitat creation for bats leading to a net increase in available foraging/commuting habitat;
- Lighting design with light spill reduction methods to ensure continued use of bat foraging/commuting habitats; and
- Phosphate neutral development via CIL payments as set out in the Wiltshire Local Plan.

2.35 This led to the following conclusions in respect of the two designated sites:



9.2.1 With regards to the conservation objectives for the River Avon SAC, the AA may be summarised as follows (Table 9.2 below):

Table 9.2: AA summary

Has the Appropriate Assessment shown	Yes/no
That the area of habitats of qualifying features will not be reduced?	Yes
That there will be no direct effect on the populations of the species for which the site was designated or classified?	Yes
That there will be no indirect effects on the populations of the species for which the site was designated or classified due to loss or degradation of their habitat (quantity/quality)?	Yes
That there will be no changes to the composition of the habitats for which the site was designed (e.g. reduction in species structure, abundance or diversity that comprises the habitat over time)?	Yes

That there will be no interruption or degradation of the physical, chemical or biological processes that support habitats and species for which the site was designated or classified?	Yes
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9.2.2 With regards to the conservation objectives for the Chilmark Quarries SAC, the AA may be summarised as follows (Table 9.3 below):

Table 9.3: AA summary

Has the Appropriate Assessment shown	Yes/no
That the area of habitats of qualifying features will not be reduced?	Yes
That there will be no direct effect on the populations of the species for which the site was designated or classified?	Yes
That there will be no indirect effects on the populations of the species for which the site was designated or classified due to loss or degradation of their habitat (quantity/quality)?	Yes
That there will be no changes to the composition of the habitats for which the site was designed (e.g. reduction in species structure, abundance or diversity that comprises the habitat over time)?	Yes
That there will be no interruption or degradation of the physical, chemical or biological processes that support the species for which the site was designated or classified?	Yes

2.36 The Habitats Regulations Assessment Information Report concludes that the Local Planning Authority should be able to safely conclude that an Appropriate Assessment of the proposed development under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) can be passed.

Technical assessment - Archaeological Desk Based Appraisal

2.37 Whilst the nature of the Station Works site did not suggest any obvious archaeological interest, the applicant has commissioned **Cotswold Archaeology** to undertake a **desk based**



archaeological assessment of the site. This work was undertaken in September 2019 and updated in September 2020.

- 2.38 The results of the assessment have indicated the possible presence of some archaeological remains within the site, but that further investigation of these can be secured by condition, and that they are not of sufficient merit to preclude the development:

This assessment has identified the potential for the presence of archaeological remains of prehistoric and Romano-British date within the Site, as recognised through the discovery of a Roman period burial in the immediate environs. The potential archaeological remains are unlikely to comprise overriding heritage constraints that would preclude development.

Considered to have been in agricultural use from at least the medieval period, the Site was subject to several phases of development from the late 19th century onwards, including 20th century industrial activity. The Site remains in industrial, albeit somewhat limited, use.

The assessment has established that any potential archaeological remains within the Site are likely to have been extensively compromised by successive phases of re-development, although the extent of such disturbance to any surviving archaeological features is not fully understood. As there is some archaeological potential at the Site, further investigations may be required to satisfy the provisions within the National Planning Policy Framework (NPPF) and the regional and local planning policies. Such works may be secured via an appropriately worded planning condition attached to consent granted, and this should be agreed through consultation with the Archaeological Advisor to the Local Planning Authority.

Technical assessment - Flooding and Drainage Survey

- 2.39 Station Works is set at approximately 4 metres above the road at Jobbers Lane, and 3.2 metres above the level of the road at Station Road. The site itself lies within flood zone 1, however the proximity to the river Nadder means that access routes between the site and the village centre of Tisbury lie in part within flood zones 2 and 3. The plan below indicates the relationship of the site to flood zones and areas of surface water flood.



2.40 Accordingly, the applicant has commissioned **Campbell Reith Consultants** to undertake a **flooding and drainage assessment** of the site, to advise on an appropriate drainage strategy and to provide a technical solution to providing adequate access from the site to the village, especially for pedestrians.

2.41 The objectives of this FRA were to:

- Establish whether the site is likely to be affected by current or future flooding from any source;
- Establish whether proposed development will increase flood risk elsewhere;
- Establish whether the measures proposed to deal with these effects and risks are appropriate;
- Demonstrate how surface water can be managed on site by preparing an illustrative surface water drainage strategy.

2.42 The flooding and drainage survey report draws the following conclusions:

The topographical survey undertaken by D G Yeatman Surveying & Engineering Ltd has shown that the site lies within a valley formation which falls from south east (115m AOD) to north-west (95m AOD). The south west of the site features areas at approximately 90.83m AOD.

The Environment Agency Flood Maps for Planning indicates that the site is located within Flood Zone 1 but the entrance of the site at its junction with Jobbers Lane is located within Flood Zone 3.

Flooding from fluvial, tidal, groundwater, sewer flooding and artificial sources have been assessed and are considered to be low for the site. The geology of the site is primarily Sandstone and Clayey sand over Firm Clay.

Infiltration testing was conducted within the site suggesting poor drainage conditions with very low infiltration rates reported, ruling out the potential for discharge of surface water runoff by infiltration. Taking account of the drainage discharge hierarchy the most appropriate method for disposing of surface water runoff from the site is through controlled discharge into an existing watercourse (River Nadder) and through the existing connection point on-site.

The proposed drainage strategy will restrict surface water discharge from the site at the Greenfield runoff rate Q_{bar} of 9.17 l/s/ha for all storm events including climate change allowance. By incorporating sustainable drainage systems with storage and restricted discharge, surface runoff from the site can be effectively managed for up to and including the 1 in 100 year rainfall event including 40% climate change and 10% urban creep allowance for future householder extensions. Wessex Water works public sewers are present in close proximity to the site and there is existing foul drainage at the site. Subject to agreement with Wessex Water, connection into the existing system can be achieved.



This report demonstrates compliance with the requirements set out under the National Planning Policy Framework and indicate that the proposed development is suitable at this location without any impact on flood risk to and from the site.

- 2.43 Further detail on the impact of flood risk on the detailed element of this application on access, are considered in section 4 below.

Technical assessment - Transport and Access Assessment

- 2.44 This is an outline planning application save for matters relating to the following:
- Details of the means of vehicular access to and from the site;
 - Details of pedestrian and cycle access to and from the site, including footway proposals, pedestrian crossing, access under the existing railway bridge, and associated traffic management on Jobbers Lane and Station Road;
- 2.45 Tisbury Community Homes has commissioned **Campbell Reith Consultants** to undertake detailed design work on suitable site access, as well as enabling a safe and attractive pedestrian and cycle route from the site to the village centre and facilities in Tisbury.
- 2.46 These matters are considered in detail in Section 4 below, however in summary, the **Transport Assessment** concludes the following:

The primary vehicular access for cars and services will be off Jobbers Lane, with residential and visitor parking spaces also provided as part of the development.

New footways will be provided within the Site, and a new connection will be delivered between the site access and the local pedestrian/cycling network in the vicinity of the site; this will encourage walking and cycling. The footways will be the main point of pedestrian access to the site and the local neighbourhoods.

A Linsig assessment has been undertaken to understand the likely impact of the proposed improvements to the junction with Jobbers Lane. The results suggest that the proposed priority junction (shown on drawing 13265-XX-XX-DR-D-6225) is suitable in highway capacity terms to serve the proposed level of development in the future year scenario.

TRICS database has been used to estimate the number of peak hour vehicle trips associated with the development, the results indicate that an increase of 45 additional vehicle trips are anticipated on the local road network during the AM Peak. This equates to less than 1 vehicle movement every 1 minute and is not considered to have any material impact on the existing road network in terms of highway capacity or highway safety.



In accordance with Wiltshire Local Transport Plan – Car Parking Strategy, a total of 207 car parking spaces should be provided as part of the Proposed Development. Appropriate provisions for cycling has also been put forward in order to encourage local residents to cycle more. The Proposed Development will provide secure, covered and conveniently located cycle parking facilities for flats, visitors and the residential care home. It is envisaged that appropriate cycle storage will be feasible within private gardens for each of the houses within the Proposed Development.

It is concluded that the Proposed Development can provide safe and suitable access for all users. Travel to and from the Site has been carefully considered and the proposed layout has been designed to accommodate the needs of all users of the Site. The Proposed Development is therefore considered to be in accordance with national, regional and local policies as set out in Section 3 of this Transport Assessment.

Overall this Transport Assessment concludes that the Proposed Development can be safely and conveniently accessed by other, sustainable modes of transport. Taking into account the minor increase in traffic generated and the policy compliant parking provision, it is considered that there would be no transportation reason why the Proposed Development should not be granted planning permission.

2.47 In line with national planning advice, a framework travel plan has also been submitted with this application. This sets out a framework and action plan to promote and encourage sustainable travel choices for future residents of the development, in order to reduce journeys by private car. An action plan is set out in the travel plan as follows:

Table Error! No text of specified style in document..1: Action Plan

Action Plan	Responsibility	Time Frame
Appoint Travel Plan Coordinator (TPC)	Developer / Successor in Title	6 months prior to first occupation
Provide contact details of TPC to the Local Authority	Developer / Successor in Title	Upon appointment of the TPC
Collate walking, cycling and public transport information	TPC	Following appointment
Conduct baseline travel survey	TPC	On 60 th unit occupancy
Prepare and site travel noticeboards in convenient locations to show: <ul style="list-style-type: none"> Contact details of TPC; Objectives of the Travel Plan; Established walking and cycling routes; Public transport routes / timetables; Details of local Car Club vehicles; Details of local taxi services; News of local / national events such as 'bike to work 'week 	TPC	Prior to first occupation
Provide residents with Travel Information Welcome Pack including: <ul style="list-style-type: none"> Contact details of TPC; Objectives of Travel Plan Benefits of sustainable travel (including health information); 	TPC	Upon Occupation



<ul style="list-style-type: none"> Established walking and cycling routes; Public transport routes / timetables Local facilities / home shopping details; Details of car sharing database; Details of local Car Club vehicles Walking and cycling organisations in the area 		
Conduct resident travel surveys	TPC	On-going / as required
Offer personal travel planning services to residents to assist personal travel planning	TPC	On-going / as required
Install secure and weather-tide cycle parking facilities to encourage cycling: improving health and reducing congestion and pollution locally	Developer through build process	During construction
Install Travel information boards in staff communal areas within the proposed care home to promote travel options	TPC	Install as part of the building design and update regularly / as required
Provide detailed travel information on the developer web site to inform visitors of alternative travel options to the use of the private car	Occupier with TPC	To be implemented within one month of the occupation of the building
Production of the final Travel Plan	TPC	Within 2 months of the baseline survey
Adoption of the final Travel Plan	TPC	Within 3 months of the baseline survey
Set up Steering Group / liaise partners and stakeholders	Developer / TPC / Successor in Title	Upon occupation / as required
Distribute Baseline Travel Survey to the Local Planning and Highway Authorities	TPC	Within 3 months of the baseline survey
Produce monitoring report / reassess targets. Send to TP Officer. Make results available to residents	TPC	8 weeks after end of survey
Promote and support local and national events / campaigns	TPC	Annually / as required
Undertake follow-up Travel Surveys	TPC	Annually / as required
Submit monitoring reports to Local Authorities and make results available to residents	TPC	8 weeks after each follow up survey
Liaise with Local Planning and Highway Authorities	TPC	On-going / as required

Technical assessment - Lighting survey

- 2.48 This was undertaken by **Alan Tulla Associates** primarily to **support the Habitats Assessment** work set out at paragraph 2.30 above. In summary, the lighting assessment made the following conclusions:

We have assumed that the Local Planning Authority would deem this site to be an E2 Environmental Zone: "Rural, Low District brightness, villages or relatively dark outer suburban location".

We have therefore assumed that the road lighting classification according to BS 5489 would be Class P6. This is the lowest level and specifies an average illumination of 2 lux with a minimum of 0.4 lux. This classification needs to be confirmed by the LPA. It may deem that a higher level of illumination is required. E.g. P5 which specifies a 3 lux average and 0.6 lux minimum. Note that higher illumination levels can be achieved by using higher wattage LEDs rather than using more lanterns.

Our simplified design is based on a 5m wide spine road with a 1.5m pavement/cycleway on each side. I.e. a total width of 8m. The columns are mounted behind the edge of the pavement. At this outline stage, we have used a 1.25m long outreach arm. This enables us to locate the columns on either a single sided or staggered/alternate arrangement along the road at 32 – 37m spacings.

As requested, our design is for the spine road only. It may be that the highway authority will want to provide lighting on Jobbers Lane at the junction with the proposed development. If this were the case, our advice would be to link this to the existing lighting alongside the station.



- 2.49 The lighting design has been based upon an E950 lantern from CU Phosco Lighting, based in Hertfordshire. The E950 has six different light distributions so the same lantern and column height can be used for residential road and narrow footpaths as well as area lighting such as the car parks.
- 2.50 An important feature of this lantern is that it can be fitted with an external back baffle. This reduces the illumination behind the column to < 0.25 lux within 4m. The baffle would be used for the lanterns on the SE side of the site which were close to the boundary. E.g. the rear of the car parks. The light source is 9W LED with a Warm 2700K appearance. This is the colour temperature, CCT, recommended by the Bat Conservation Trust.

Technical Assessment - Noise survey

- 2.51 The close proximity to the railway station at Tisbury is a significant benefit to the site as a location for residential development, creating opportunities for sustainable travel for both business and leisure. The Station is just 5-10 minutes' walk from the site.
- 2.52 That said, the applicant is mindful that the site's proximity to the railway station and line should not create unacceptable levels of noise to future occupiers of residential properties. Tisbury Community Homes has therefore commissioned **Venta Acoustics** to provide a **noise and vibration survey** of the site, and to provide input to the design of future development.
- 2.53 The noise and vibration survey was carried out in July 2020, and has drawn the following conclusions:

A baseline noise and vibration survey has been undertaken by Venta Acoustics to establish the prevailing noise climate in the locality of Station Works, Tisbury in preparation of a new residential master plan.

The measured levels have been assessed against the National Planning Policy Framework and currently available standards and guidance documents including World Health Organisation Guidelines for Community Noise (1999), BS8233:2014 Guidance on sound Insulation and noise and ProPG 2017.

The Stage 1 assessment indicates a low to medium noise risk across the site. A vibration survey has been undertaken and vibration levels have been found to be acceptable for residential use. Noise sources affecting the site are trains, announcements from the train station, a substation and existing commercial uses.

Noise propagation across the site has been calculated using noise mapping software. Appropriate external and internal noise criteria have been considered to minimise adverse impacts on health and quality of life as a result of the new development.

The majority of the site is subject to low noise levels and suitable for residential use with minimal mitigation. However, some areas have higher noise exposure. Appropriate mitigation measures have been outlined which should be developed during detailed design, including building orientation, screening and thermal double-glazing and trickle vents. With appropriate mitigation, the proposed scheme is not expected to experience a significant adverse noise impact and the site is considered acceptable for the proposed residential use.

Technical assessment – Ground conditions and land contamination

- 2.54 As a former railway yard, and with historic uses such as industry and a gas works, the presence of contamination on the Station Works site has been considered as part of the technical assessment supporting this application.
- 2.55 The applicant has commissioned **Ridge Consultants** to undertake a **ground condition and contamination survey**, which was undertaken between July and September 2020. A series of boreholes were dug across the site, as shown on the plan below.



- 2.56 The survey report, published in November 2020, has revealed the presence of a number of areas of contamination on the site requiring remediation.

2.57 Subsequently, a **remediation method statement** has been produced by **Ridge Consultants** in August 2021. This identified the following issues in respect of remediation:

The existing results and observations indicate the following:

♣ *Soil contamination (hydrocarbons, PAHs and heavy metals) identified in three areas across the site generally at 0.20mbgl to 2.00mbgl;*

♣ *Hydrocarbon free product noted on shallow soils and perched water in the northern corner of the site at approximately 0.20mbgl to 0.60mbgl;*

♣ *Hydrocarbon soil vapours associated with hydrocarbon contamination in soils and on perched water;*

♣ *Localised contamination within groundwater in the vicinity of BH03 and TPJ (in the northern corner of the site);*

♣ *It is considered that 50-60% of the site will require piled foundation or ground improvement for the proposed low-rise development;*

♣ *Significant earthworks are understood to be required to accommodate the proposed development on the existing site which is currently located on two separate levels;*

♣ *A good proportion of shallow soils on site are contaminated, which may prevent re-use of these materials in the developed site;*

♣ *Radon protection measures will need to be incorporated into every building involving enclosed structures – typically a specified membrane and vented sub-floor; There are likely to be contaminated land planning conditions attached to the grant of planning for redevelopment of the site. The site will potentially to be a focus of the Environment Agency when submitted through planning given the location of the adjacent River Nadder.*

2.58 The Ridge report then sets out a detailed remediation strategy for the site (**see Section 9 of the August 2021 report**).

Waste analysis

2.59 As a mixed-use scheme of primarily residential properties with a care home, there will be no significant or specialist generation of waste other than that associated with normal household use.

2.60 The indicative site layout has been designed to allow refuse vehicles to access all parts of the site, with appropriate bin and recycling storage provision indicated within the care home, and flatted parts of the development. It is considered that these matters of detail can be controlled by condition.

2.61 A financial contribution will be made to Wiltshire Council to provide bin facilities for the dwellings within the development, and this matter is dealt with in Section 8 below.

Other assessments

- 2.62 Additional assessments have been commissioned in respect of this proposed development regarding affordable housing and development viability, and on a local education assessment. These assessments are considered in more detail in Section 8 below.

3. Indicative scheme design

Overall principles

- 3.1 Tisbury Community Homes has worked with Thrive Architects to produce an indicative layout and master plan for the Station Works site. Despite this being an outline application, the applicant's intention has been to clearly demonstrate the ability of the site to provide an attractive and high quality mixed development which will greatly improve the visual environment of this part of the village, as well as creating sustainable and quality homes for local people.
- 3.2 The indicative master plan has been developed through an iterative process, taking account of the technical assessments summarised in Section 2 above. A series of layout options have been considered and these have been refined to the detailed indicative layout submitted with this application.
- 3.3 The main principles of the master plan are:
- To create a mixed development in line with the policy vision of the Tisbury and West Tisbury Neighbourhood Plan;
 - To maintain the landscaped backdrop to the site, thus preserving the rural setting of the site within the AONB;
 - To create a layout which preserves views to and from the historic centre of the village;
 - To create improvements to pedestrian, cycle and vehicular access through improvements to footways, crossings and traffic management in the vicinity of the site;
 - To safeguard land within the site for any future improvements which may be proposed at Tisbury railway station;
 - To create a mix of dwelling types and sizes which create a mixed community, and meet the needs of local people;
 - To provide for future local employment;
- 3.4 **The Design and Access Statement**, produced by **Thrive Architects**, sets out the iterative process involved in developing the indicative site layout in detail.

- 3.5 Early site layout sketches sought to explore different ways in which the linear shape of the site, with its single access point, could be used to advantage to create a streetscape with visual interest, by placing buildings alternately parallel to and perpendicular to the street, and by subtle variations in the geometry of the street itself.
- 3.6 The care home is located in the southern part of the site, in order to minimise traffic into the rest of the site, and to keep it within the zone which is least visible in views from the village across the valley.
- 3.7 Initially the designs excluded the Cookery School site, which has subsequently been incorporated. Various options were produced to test mix, density and viability. These options are set out in the Design and Access Statement.
- 3.8 This iterative process has led to the indicative layout set out below.

Public consultation and pre-application engagement

- 3.9 Prior to submission of this application, extensive pre-application engagement has taken place. Further detail on this is set out in the Statement of Community Involvement submitted with this application, but in summary has included the following elements:
- Early pre-application technical engagement with relevant officers at Wiltshire Council regarding highway design, pedestrian access and ecology/habitats regulations assessment.
 - Formal pre-application engagement with Wiltshire Council planning department.
 - Briefings with Tisbury Parish Council, and the local Ward Councillor.
 - An online public exhibition, together with a briefing leaflet distributed to homes across Tisbury.
 - A public briefing meeting held at the Victoria Hall, Tisbury on 27th May 2021, attended by local residents, and with live online streaming.

Indicative layout

- 3.10 The indicative layout shows a development comprising:
- 86 units of residential accommodation, with an indicative mix of unit sizes as follows:

- 2 x 1-bedroom flats
- 10 x 2-bedroom flats
- 42 x 2-bedroom houses
- 29 x 3-bedroom houses
- 3 x 4-bedroom houses
- 12 of these dwellings to be affordable housing, as follows:
 - 2 x 1-bedroom flats
 - 4 x 2-bedroom flats
 - 3 x 2-bedroom houses
 - 1 x 3-bedroom house
- A 30-40-bed care home, to possibly also include community medical facilities.
- Areas of on-site amenity space and landscaping;
- Provision of an area of approximately 0.4 hectares of land safeguarded for future improvements to Tisbury railway station, including an indicative vehicular access to this area;
- Closure of the northern arm of the existing vehicular access to vehicle traffic to improve visibility for traffic entering and exiting the site;
- Using the northern arm of the existing vehicular access as a pedestrian and cycle access only, linked to a new pedestrian crossing;
- Creation of a new dedicated pedestrian and cycle route between the site and the existing Stubbles footpath on Station Road toward Church Street, including exclusive use of one bore of the existing railway bridge for pedestrians and cyclists;
- Traffic management measures including the provision of traffic signals on Station Road and Jobbers Lane to allow single lane alternate running of vehicle traffic through the right hand bore of the railway bridge.

3.11 The detail of the indicative layout is shown below and set out in detail in the Design and Access Statement produced by Thrive Architects and is shown below:



3.12 The Site Layout is linear in form, structured along a street which is parallel with the railway line, albeit with subtle variations in geometry. The street is punctuated by a square at the centre of the site, which (either in the event that the railway is dualled or not) creates a secondary access and forecourt to the Station.

- 3.13 Of the two existing access points from Jobbers Lane, the eastern one is used for vehicular access as it provides better visibility splays, whilst the western one is retained for pedestrian access.
- 3.14 The wooded banks which flank these two access points would be retained largely in their present form, as they have ecological value and act as a characteristic rural approach to the village from the south.
- 3.15 The square next to the Station is a focal point for the development and could permit future access to the station and an alternative route to the village centre via a station footbridge.
- 3.16 This footpath link would however be dependent upon any future rail improvements proposed by Network Rail. In the interim period, the site would not have access to the existing Chantry pedestrian level crossing or public footpath at this northern end of the site. This is in response to concerns expressed by Network Rail on safety grounds.
- 3.17 Built form is in terraces, semi-detached and detached buildings at 2, 2.5 and 3 storeys.

4. Site access proposals

4.1 Matters of access, including pedestrian and cycle access between the site and Tisbury village, are submitted for detailed consent as part of this application. The following matters are submitted:

- Details of the means of vehicular access to and from the site;
- Details of pedestrian and cycle access to and from the site, including footway proposals, pedestrian crossing, access under the existing Three Arch railway bridge, and associated traffic management on Station Road/Jobbers Lane;

4.2 A detailed transport statement, and technical plans and drawings, have been submitted with this application by Campbell Reith consultants who are the transport advisers to Tisbury Community Homes.

Existing situation

4.3 The site at Station Works currently has a dual vehicular access onto Jobbers Lane, approximately 14 and 37 metres respectively south of the railway bridge where the lane crosses beneath the Waterloo to Exeter railway line.

4.4 There is no separate footway provision on the access roadway. A narrow pedestrian footway begins almost opposite the site access on the eastern side of Jobbers Lane. Pedestrians from the site currently must cross Jobbers Lane to access the footway.

4.5 Extract photographs from Google Maps below show the existing site access onto Jobbers Lane.





- 4.6 In addition to the main access point onto Jobbers Lane, a public footpath crosses the north eastern corner of the site, connecting through a wooden gate to a pedestrian crossing of the railway line, known as Chantry level crossing. This footpath then connects from the village to the countryside to the south and east of the site.



- 4.7 Jobbers Lane continues beneath the railway bridge, becoming Station Road at a sharp right-hand bend, and continuing past Tisbury Railway Station toward the High Street. The footway on the eastern side of Jobbers Lane continues around this bend into Station Road. The footway narrows further and is in poor condition but continues to a point approximately 85 metres beyond the railway bridge where it connects with a public footpath toward the village centre on Church Street, known locally as the Stubbles Path.





- 4.8 Access to Tisbury Station is via a roadway approximately 38 metres to the east of the footpath, though on the opposite side of Station Road. There is no footway on either side of Station Road at this point.



- 4.9 Traffic levels on Jobbers Lane/Station Road are generally light, however the narrowness of the roadway, combined with relatively poor footway provision, and the sharp and blind bend beyond to the north of the railway bridge, mean that the area would benefit significantly from improvements to the highway, notably for pedestrians, cyclists and disabled people. This is considered a pre-requisite of the development of Station Works, and an appropriate improvement scheme has been put forward.
- 4.10 This is set out in detail in the Transport Statement and technical drawings submitted with this application. The main elements of the scheme are summarised below.

Improvements to the site access

- 4.11 As set out above, the Station Works site currently benefits from a double vehicular access onto Jobbers Lane, with vehicles able to enter or leave the site via either arm of the access.
- 4.12 As part of improvements to pedestrian and cycle access to the site, and to the village, and associated traffic management (see below), it is proposed to close off the northern access to vehicles and maintain this as a pedestrian and cycle access only.
- 4.13 This has the benefit of closing the access closest to the blind bend beyond the railway bridge, while also allowing pedestrians and cyclists to then continue on a dedicated route

beyond the railway bridge and cross via a crossing to continue to the village via the Stubbles Path.

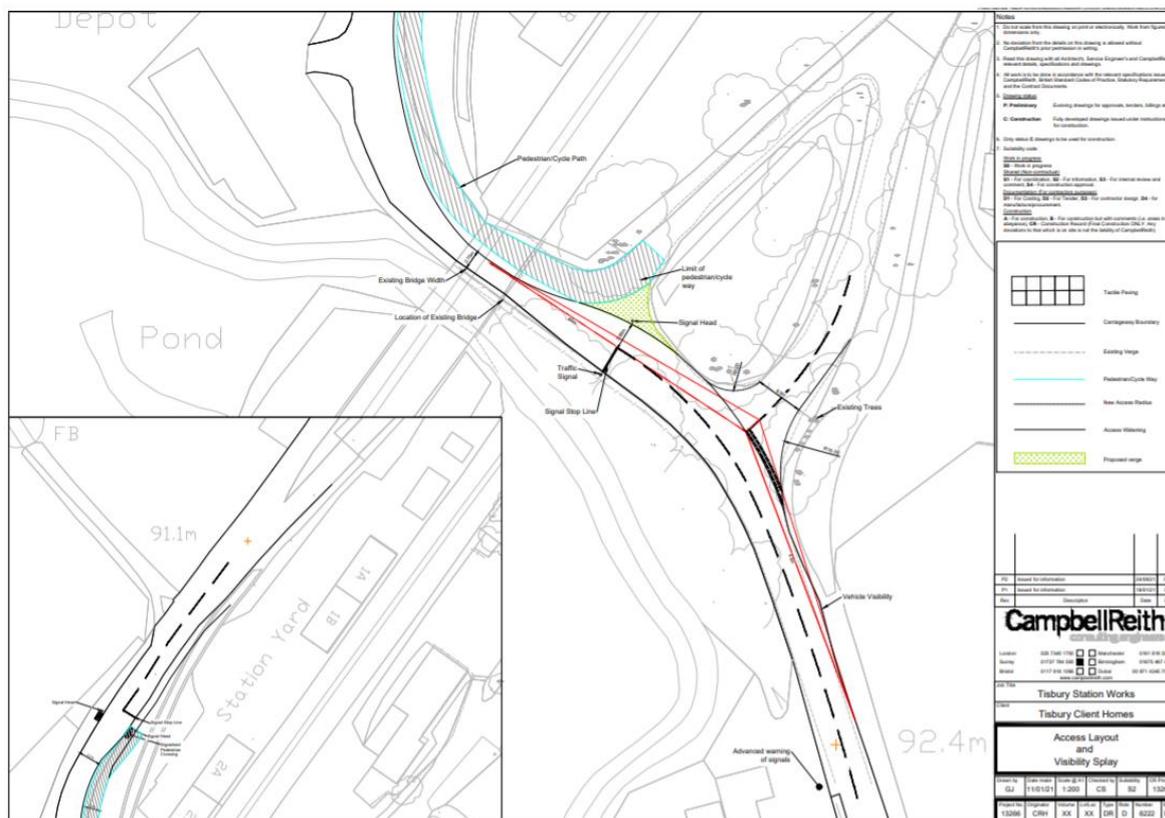
Improvements for pedestrians and cyclists

- 4.14 The creation of a sustainable and high-quality development at Station Works needs to involve creating attractive links between the site and the village of Tisbury. Whilst there is an existing footway along Station Road and Jobbers Lane, which links to a public footpath to the village centre, this is narrow and poorly maintained, and is inadequate to provide safe passage for cyclists and those with impaired mobility.
- 4.15 As set out above, it is proposed to close one of the current arms of the vehicular access into the site to provide a dedicated access for pedestrians and cyclists.
- 4.16 In order to then provide a safe and attractive pedestrian and cycle route to the village, a series of further measures are proposed:
- To close the eastern bore of the railway bridge to vehicular traffic and create a widened pedestrian and cycle lane under the bridge.
 - To widen the existing footways on Jobbers Lane/Station Road a standard suitable for a combined pedestrian/cycle shared space, between the site entrance and a point opposite the Stubbles Path.
 - To raise the height of the footway and underbridge lane to create a safe means of access-based climate change flood scenarios.
 - To provide a pedestrian crossing point as part of associated traffic management proposals set out below.

Traffic management improvements

- 4.17 In order to facilitate an improved environment for pedestrians and cyclists, including the closure of the eastern bore of the railway bridge to vehicle traffic, additional traffic management measures are proposed as set out on the plan below:
- The introduction of a section of of single directional traffic movement between a controlled by traffic signals,
 - The traffic signals to also include pedestrian phasing to allow pedestrians to cross from the site access to the footway on the east side of Jobbers Lane and vice versa.

- A proposal, discussed with Wiltshire Council that Jobbers Lane and Station Road be reduced to a 40-mph speed limit at a suitable point to the south of the site entrance along Jobbers Lane.



- 4.18 These traffic management measures have been kept to the minimum distance required to provide safe pedestrian and cycle access between the site and the existing public footpath to the village centre off Station Road.
- 4.19 It is estimated that maximum dwell times at the traffic signals will be in the range of 20-30 seconds, with an average dwell time of 15 seconds. Sensors would be proposed for the signals to give approaching vehicles priority at quiet times, thus reducing dwell times still further.
- 4.20 It has been necessary to design the pedestrian/cycleway under the Three Arch Bridge to appropriate flood level, having regard to climate change forecasts. The Transport Statement sets out the design approach:

The section of Jobbers Lane adjacent to the proposed Site entrance lies within Flood Zone 2 and Flood Zone 3. As such, the proposed shared pedestrian and cycle route beneath the railway on Jobbers Lane has been designed as an elevated path to provide an appropriate means of access to and from the site, connecting to existing footways/footpaths on the western side of the railway. The top level of the proposed shared surface has been designed to be at 91.3 metres AOD, compared to a prevailing road surface level beneath the railway bridge of approximately 90.63 metres AOD. The proposed level of 91.3 metres AOD is equivalent to the EA predicted 1 in 100 year flood event and in excess of the highest recorded River Nadder water level within Tisbury of 90.62¹ metres AOD (plus an allowance of 600 mm freeboard).

A design level of 91.3 metres AOD for the proposed shared surface path is also considered to be appropriate with respect to the highest levels of surrounding topography along the section of High Street to the west of the railway. Topographical survey of the centreline of the existing road suggests that levels increase from approximately 90.63 metres AOD at the railway bridge up to approximately 91.27 metres AOD just north of the entrance into the existing commercial premises at the southern end of High Street. Road levels are then shown to decrease, moving north, to approximately 90.9 metres AOD in the vicinity of the link to Public Footpath TISB 74 before increasing again to approximately 91.33 metres AOD adjacent to the southernmost entrance into the station car park.

4.21 It is noted from the public consultation undertaken at pre-application stage in May/June 2021, and in discussions with Tisbury Parish Council, that there is a desire for a footbridge or tunnel over/under the railway. Some comments suggest that the development should be providing this rather than improving access on Jobbers Lane/Station Road. This approach is not considered appropriate for two main reasons:

- Firstly, any improvements at Tisbury Station remain uncertain in terms of funding and timescales (see below), albeit that some technical work has taken place. Network Rail are supportive of the rail safeguarded area set out on the indicative layout plan for the development but have not specifically asked for any provision of bridges or tunnels. In addition, the Neighbourhood Plan Policy for the site does not specifically require provision of a footbridge or tunnel, rather requiring the safeguarding of land for rail improvements.
- Secondly, in the absence of any pedestrian crossing of the railway via a footbridge or tunnel, the development should provide safe pedestrian, cycle and disabled access to the village and the station. As set out above, the existing highway and footway in Jobbers Lane/Station Road is inadequate and indeed dangerous for pedestrians and cyclists, and the limited footways too narrow for wheelchair users. There has been

¹ <https://riverlevels.uk/river-nadder-tisbury#.YUMWNPdDtaR>

much local concern noted regarding vehicle speeds in Station Road/Jobbers Lane. It is important therefore that the development is supported by safe and appropriately designed pedestrian and cycle access to the rest of the village, particularly in the absence of any clear proposals for improvements at Tisbury Station.

- 4.22 Also in response to comments received at the public consultation, use of the third arch of the bridge was investigated further as a potential route for the pedestrian/cycleway thus avoiding any need to close one arch to vehicles. This third arch however carries the River Nadder, part of the River Avon SAC system. Use of this arch for the pedestrian/cycleway would involve culverting the river at this point, as well as removing significant amounts of trees and other vegetation. This option is not therefore considered acceptable in landscape, heritage or ecological terms.

Railway safeguarding

- 4.23 Tisbury Community Homes has acknowledged the desire expressed in the Tisbury Neighbourhood Plan that land is safeguarded in the Station Works allocation for future improvements to Tisbury Railway Station.
- 4.24 Network Rail, in late 2020, published a technical study on various improvements to the West of England line along its length from London Waterloo to Exeter St Davids. The report, “Continuous Modular Strategic Planning – West of England Line Strategic Planning” makes a number of recommendations in respect of dualling the line at Tisbury and associated station improvements:

8.1.1 Description

This intervention is an extension of the current Tisbury Loop westward through Tisbury to enable a 5.5km loop with an additional platform at Tisbury station. This is required for performance/ resilience, capacity and journey time savings on SWR services.

8.1.2 Overview

Land would need to be acquired on the Down side to accommodate the new platform. There could be an opportunity to extend the existing platform and the proposed new platform at Tisbury to accommodate six-car services. This has not been considered in this study but would form part of any future scheme development.

Additionally, a new footbridge will be required to connect the new platform on the Down side of Tisbury station with the existing Platform 1 on the Up side. A sketch of the indicative placement of the footbridge is shown in Figure 19.

To be Access for All (AfA) compliant, the footbridge would be required to have either compliant ramps and/or lifts. Lifts are likely to be the preferred option at this station location and further development will be required to understand whether this can be achieved safely at this location or whether additional land on the up side may be required owing to the width of the platform.

- 4.25 The study report also includes a plan showing the possible land required to provide improvements at Tisbury Station including dualling, a second platform and footbridge/lift provision:

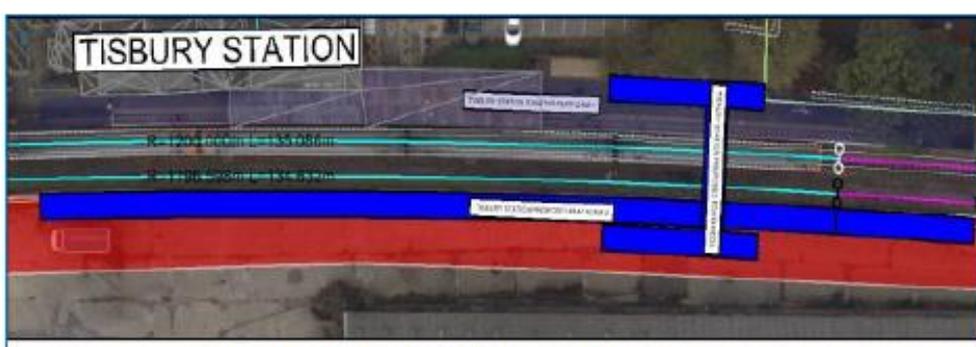


Figure 19: Indicative footbridge and platform location.

- 4.26 Whilst details exist of what these improvements could be, there is as yet no information on what funding exists for them, or in what timescale the improvements are programmed to take place. It is clear that the works do not form part of any specific transport or planning policy, nor, as far as the applicant is aware, are they defined in any Network Rail infrastructure programme.
- 4.27 The indicative layout for Station Works (see above), includes an area of approximately 0.4 hectares immediately adjoining the railway line and station which is to be left undeveloped and safeguarded for future improvements to the station and line. Given the lack of detail on the timescale for any these proposals, it is considered that this safeguarding represents a reasonable and proportionate obligation on behalf of the applicant to future rail infrastructure provision, and which, from the technical study undertaken by Network Rail in 2020, appears more than adequate to accommodate the improvements suggested.
- 4.28 Subsequent discussions have taken place with Network Rail which have confirmed that it considers the safeguarded area adequate to allow for any future improvements at Tisbury. Further detail on these discussions is set out below and in the Statement of Community

Involvement. The applicant has set out an appropriate statement in this respect in Section 8 below on planning obligations.

5. Relevant Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Section 38(3) of the 2004 Act states that the development plan comprises development plan documents and any neighbourhood plan.
- 5.2 The relevant development plan documents are set out below, as they apply to the Station Works site. It is also appropriate however to set the context of relevant national planning policy.

National Policy and guidance

- 5.3 The National Planning Policy Framework (NPPF) sets out the primary statements of Government planning policy. From the outset, the NPPF establishes that the role of the planning system is to contribute to the achievement of sustainable development, which the framework defines as having three elements:

8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

(NPPF, Para 8)

- 5.4 The NPPF sets a presumption in favour of sustainable development, which, in the case of decision-taking, concludes that development proposals which accord with an up-to-date development plan should be approved without delay (Para 11).

- 5.5 The Neighbourhood Plan forms part of the statutory development plan, and Neighbourhood Plans are seen as having a role to support the delivery of strategic policies contained in local plans or spatial development strategies.
- 5.6 It is very clear that delivering housing is one of the main objectives of the NPPF. The Government's intention is to "significantly boost the supply of homes", and the framework recognises that a sufficient amount and variety of land needs to come forward where it is needed, with neighbourhood planning groups encouraged to consider opportunities for allocating small and medium-sized housing sites in their area (Para 70).
- 5.7 The National Planning Practice Guidance (NPPG), which supports the NPPF, also advises that the need to provide housing for older people is critical, with the number of people aged over 85 set to double to 3.2 million by 2041. (NPPG Para 63-001-20190626)
- 5.8 The NPPF places significant weight on the need to support economic growth and productivity. In respect of the rural economy, the framework states:

84. Planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;

b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

- 5.9 The effective use of land, in both urban and rural areas, is also an important policy objective of the NPPF. Paragraph 120 of the framework sets out the Government's policy position:

120. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁵; and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

- 5.10 Where there is an existing or anticipated shortage of land for meeting housing needs, developments are encouraged to make optimal use of the potential of each site. Equally however, developments should create high quality buildings and places:

130. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 5.11 The NPPF (para 177) applies strong protection to Areas of Outstanding Natural Beauty, with major developments generally to be resisted, or, considered where in the public interest and subject to assessment of:

a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

The Wiltshire Local Plan

- 5.12 The Wiltshire Local Plan comprises the Wiltshire Core Strategy, adopted in 2015, together with saved policies from predecessor local authority plans, which, in the case of Tisbury, includes relevant policies from the South Wiltshire Core Strategy 2012, and the Salisbury District Local Plan 2011.
- 5.13 The Wiltshire Core Strategy sets out a strategic planning framework for the period up to 2026. The Core Strategy Vision sets out to plan effectively for local areas, and to provide housing and employment in sustainable locations whilst reflecting the historic heritage of the area.

Spatial vision

By 2026 Wiltshire will have stronger, more resilient communities based on a sustainable pattern of development, focused principally on Trowbridge, Chippenham and Salisbury. Market towns and service centres will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel. In all settlements there will be an improvement in accessibility to local services, a greater feeling of security and the enhancement of a sense of community and place. This pattern of development, with a more sustainable approach towards transport and the generation and use of power and heat, will have contributed towards tackling climate change.

Employment, housing and other development will have been provided in sustainable locations in response to local needs as well as the changing climate and incorporating exceptional standards of design. Wiltshire's important natural, built and historic environment will have been safeguarded and, where necessary, extended and enhanced to provide appropriate green infrastructure, while advantage will have been taken of Wiltshire's heritage to promote cultural and lifestyle improvements as well as tourism for economic benefit.

Partnership working with communities will have helped plan effectively for local areas and allow communities to receive the benefit of managed growth, where appropriate.

- 5.14 In the settlement hierarchy (Policy CP1), Tisbury is identified as a local service centre where modest levels of development are to be permitted:

Local Service Centres

Local Service Centres are defined as smaller towns and larger villages which serve a surrounding rural hinterland and possess a level of facilities and services that, together with improved local employment, provide the best opportunities outside the Market Towns for greater self containment.

Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.

The Local Service Centres are: Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton.

- 5.15 An overall housing requirement of 420 dwellings is set out in the Core Strategy for Tisbury and following discounting of committed developments 197 dwellings remained to be delivered over the plan period.
- 5.16 The Core Strategy sets out an area strategy for Tisbury, which identifies housing and employment requirements in the area:

Core Policy 27

Spatial Strategy: Tisbury Community Area

Development in the Tisbury Community Area should be in accordance with the Settlement Strategy set out in Core Policy 1.

Local Service Centres: Tisbury

Large Villages: Fovant, Hindon and Ludwell

Small Villages: Ansty, Berwick St John, Charlton, Chilmark, Donhead St Andrew, Donhead St Mary, Fonthill Bishop, Fonthill Gifford, Sutton Mandeville, Swallowcliffe and Tollard Royal

There are no Principal Employment Areas in the Tisbury Community Area.

Over the plan period (2006 to 2026), 1.4 ha of new employment land (in addition to that delivered or committed at April 2011) will be provided, including:

Hindon Lane,	Saved Salisbury District	1.4 ha
Tisbury	Plan allocation	

Over the plan period (2006 to 2026), approximately 420 new homes will be provided, of which about 200 should occur at Tisbury and approximately 220 homes will be provided in the rest of the Community Area. Growth in the Tisbury Community Area over the plan period may consist of a range of sites in accordance with Core Policies 1 and 2.

Development proposals in the Tisbury Community Area will need to demonstrate how the relevant issues and considerations listed in paragraph 5.146 will be addressed.

5.17 The relevant issues set out in the supporting text of the plan for Tisbury are:

- to maintain Tisbury’s role as a local employment centre and managed growth will be important, in close cooperation with local employers and to ensure any negative impacts are avoided
- although the area benefits from some good quality tourist accommodation, there is a lack of bed spaces, especially B&Bs
- to ensure that modest new growth in Tisbury will be sympathetically designed and located so it blends with the village and takes account of the constraints presented by narrow access roads and the sensitive landscape of the AONB
- all development within the Community Area will need to conserve the designated landscape of Cranborne Chase and West Wiltshire Downs AONB and its setting, and where possible enhance its locally distinctive characteristics. All development will be required to maintain the integrity of the Chilmark Quarries Special Area of Conservation, having particular regard to the Wiltshire Bats SAC guidance.
- the Tisbury Neighbourhood Plan (page 6) identifies that there is a major concern about insufficient parking being available in the area of the station as the number of rail users from outlying areas continues to increase. The scope and need for further station parking, particularly on the Station Works site and fields adjacent to the South Western Hotel, should be examined to address this.

5.18 In addition to the specific strategy for the Tisbury area, a number of Core Policies within the Wiltshire Core Strategy are relevant to development of Station Works.

5.19 Core Policy 36 specifically supports the redevelopment of brownfield sites in key settlements where this supports the aims of the plan:

Core Policy 36

Economic regeneration

Regeneration of brownfield sites will be supported in the Principal Settlements, Market Towns and Local Service Centres where the proposed uses help to deliver the overall strategy for that settlement, as identified in Core Policy 1 (Settlement Strategy) and in any future community-led plans, including neighbourhood plans, and/or enhance the vitality and viability of the town centre by introducing a range of active uses that complement the existing town centre.

5.20 A series of housing policies are relevant to this application. Core Policy 43 sets out requirements for affordable housing provision in all developments, having regard to the viability of the development, with Tisbury falling within the 30% affordable housing zone. Core Policy 45 deals with the appropriate mix of housing sought, while Core Policy 46 specifically deals with provision of housing for older people.

View the map of the 30% affordable housing zone on the planning portal.

Core Policy 43

Providing affordable homes

Provision

On sites of five or more dwellings, affordable housing provision of at least 30% (net) will be provided within the 30% affordable housing zone and at least 40% (net) will be provided on sites within the 40% affordable housing zone. Only in exceptional circumstances, where it can be proven that on-site delivery is not possible, will a commuted sum be considered.

The provision of affordable housing may vary on a site-by-site basis taking into account evidence of local need, mix of affordable housing proposed and, where appropriate, the viability of the development. All affordable housing will be subject to an appropriate legal agreement with the council.

This level of provision should be delivered with nil public subsidy, unless otherwise agreed by the council.

Tenure

Tenure will be negotiated on a site-by-site basis to reflect the nature of the development and local needs as set out in Core Policy 45 (Meeting Wiltshire's housing needs).

On site distribution and standards

Affordable housing units will be dispersed throughout a development and designed to a high quality, so as to be indistinguishable from other development. In determining the level of integration that can be achieved, consideration will be given to the practicalities of management and maintenance associated with the proposal whilst still ensuring affordability, particularly in developments of flats.

Core Policy 45

Meeting Wiltshire's housing needs

Type, mix and size

New housing, both market and affordable, must be well designed to address local housing need incorporating a range of different types, tenures and sizes of homes to create mixed and balanced communities.

Housing size and type, including any distinction between flats and houses, will be expected to reflect that of the demonstrable need for the community within which a site is located. The Wiltshire Strategic Housing Market Assessment identifies the housing needs of Wiltshire. Any variation to this will need to be justified through the production of new, sound evidence from either an updated Strategic Housing Market Assessment or other credible evidence source.

In relation to affordable housing, other sources of credible evidence include the council's housing register and local needs surveys.

Core Policy 46

Meeting the needs of Wiltshire's vulnerable and older people

The provision, in suitable locations, of new housing to meet the specific needs of vulnerable and older people will be required. Wherever practicable, accommodation should seek to deliver and promote independent living.

Older people

Housing schemes should assist older people to live securely and independently within their communities. Residential development must ensure that layout, form and orientation consider adaptability to change as an integral part of design at the outset, in a way that integrates all households into the community.

Developers will be required to demonstrate how their proposals respond to the needs of an ageing population.

Specialist accommodation

The provision of sufficient new accommodation for Wiltshire's older people will be supported, including:

- i. nursing accommodation
- ii. residential homes
- iii. extra-care facilities.

Proposals for extra-care accommodation to be sold or let on the open market are not considered exempt from the need to provide affordable housing. Therefore, proposals for extra care accommodation will be expected to provide an affordable housing contribution in line with Core Policy 43 (Providing Affordable Homes).

Provision of homes and accommodation for vulnerable people will be supported, including but not limited to:

- iv. people with learning disabilities
- v. people with mental health issues
- vi. homeless people and rough sleepers
- vii. young at risk and care leavers.

Such accommodation should be provided in sustainable locations, where there is an identified need, within settlements identified in Core Policy 1 (normally in the Principal Settlements and Market Towns) where there is good access to services and facilities.

In exceptional circumstances, the provision of specialist accommodation outside but adjacent to the Principal Settlements and Market Towns will be considered, provided that:

- viii. a genuine, and evidenced, need is justified
- ix. environmental and landscape considerations will not be compromised
- x. facilities and services are accessible from the site
- xi. its scale and type is appropriate to the nature of the settlement and will respect the character and setting of that settlement.

5.21 A series of Core Policies deal with the design and layout of development with respect to the local historic and natural environment. Policy CP 50 requires development proposals to demonstrate how they will protect features of nature conservation and geological value as part of the design rationale. Core Policy 51 meanwhile, requires that development should protect, conserve and where possible enhance landscape character and should not have a harmful impact upon landscape character, while any negative impacts must be mitigated as far as possible through sensitive design and landscape measures.

5.22 In respect of sites where contamination is or may be present, Core Policy 56 states:

Core Policy 56

Contaminated land

Development proposals which are likely to be on or adjacent to land which may have been subject to contamination will need to demonstrate that measures can be taken to effectively mitigate the impacts of land contamination on public health, environmental quality, the built environment and amenity.

Developers will be required to demonstrate that the development site is, or will be, made suitable for the proposed final use and will need to provide one or more of the following documents:

- i. Detailed site history identifying possibly contaminative uses.
- ii. Site characterisation: The nature and extent of any contamination and the hazards and risks posed.
- iii. Detailed remediation scheme: Including methodology and quality assurance.
- iv. Methodology to report unexpected contamination.
- v. Methodology to ensure verification of remedial works.
- vi. Details of long term monitoring and maintenance proposals (where necessary).

The need for, type and complexity of reports will depend on the specific site.

- 5.23 The Core Strategy generally requires developments to achieve high standards of design and to create a sense of place (Core Policy 57), as well as protecting and conserving the historic environment (Core Policy 58).
- 5.24 In terms of transport and accessibility, developments are required to facilitate the use of sustainable modes of transport, and to improve accessibility for those with impaired mobility:

Core Policy 61

Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.

As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a. Visually impaired and other disabled people
 - b. Pedestrians
 - c. Cyclists
 - d. Public transport
 - e. Goods vehicles
 - f. Powered two-wheelers
 - g. Private cars.
 - ii. That the proposal is capable of being served by safe access to the highway network.
 - iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.
- Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

5.25 Finally, the Core Strategy contains a specific policy for protection of the River Avon SAC from development which may impact upon it through pollution or increased phosphates.

Core Policy 69

Protection of the River Avon SAC

In order to avoid and reduce potential environmental effects on the River Avon SAC, development will need to incorporate measures during construction and operation to avoid and prevent pollution and mitigate potential disturbance effects; appropriate measures may include consideration of suitable buffer zones along watercourses, habitat enhancements and river access management measures. All development within 20m of the river banks should submit a construction management plan to the local planning authority to ensure measures proposed during construction are satisfactory.

Where additional sewage discharges to a STW cannot be accommodated without measures to offset phosphate loading, development will be required to undertake proportionate measures (which may include contributions towards those measures identified in the Nutrient Management Plan) to demonstrate that the proposals would have no adverse effects upon the SAC.

- 5.26 All relevant saved policies from the South Wiltshire Core Strategy 2012 are now incorporated into the Wiltshire Core Strategy and thus do not require separate reference here. In respect of the Salisbury District Local Plan, just two saved policies remain relevant, both relating to open space provision:

Policy R2

New residential development will be required to make provision for recreational open space (comprising facilities for communal outdoor sport and children's play) in accordance with a standard of 2.43 hectares per 1000 population. Additional amenity open space (including landscaped areas, public gardens and roadside verges) will be sought as appropriate. The Local Planning Authority may consider reducing this requirement where developments comprise accommodation for those with special needs. Further details of the District Council's open space requirements are contained in Appendix IV.

Policy R3

The recreational open space requirement for new development providing accommodation for the elderly will be reduced to 0.8 hectares per 1000 population. Additional amenity open space within the site will be sought as appropriate. Development proposals for nursing homes will be required to provide onsite amenity space. In both cases, on-site amenity space should be of a sufficient size and appropriately landscaped to provide informal sitting out areas, and should be located to maximise the south and south western aspects of the site and the outlook from it. In both cases a planning obligation will be sought with regard to the future occupancy of the dwellings.

The Tisbury and West Tisbury Neighbourhood Plan

- 5.27 Following an Independent Examination and a positive referendum result, Wiltshire Council formally decided on 29th November 2019 pursuant to section 38A (4) of the Planning and Compulsory Purchase Act 2004, to 'make' the Tisbury and West Tisbury Neighbourhood Development Plan.
- 5.28 The Neighbourhood Plan now forms part of the Development Plan, and its policies must be given full weight when assessing planning applications that affect land covered by the Plan.
- 5.29 The Neighbourhood Plan formally allocates the Station Works site for development under policy BL7. In the preamble to the policy, the plan states:

106. The site's size and proximity to the railway station has great potential to respond creatively to meet the Neighbourhood Area's residential and employment needs.

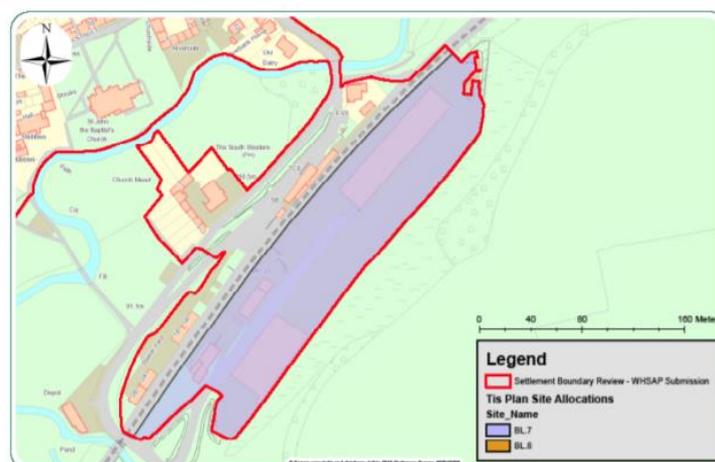
107. A mixed use, comprehensive development of the Station Works site has the potential to make a significant contribution to meeting local housing and business needs.

108. The results of the TisPlan questionnaire (Question 6) indicate a clear mandate from the community that 'something needs to be done' with the Station Works site, with preferences for housing, employment units and parking.

- 5.30 Accordingly, the plan allocates the Station Works site for a comprehensive mixed-use development:

Buildings BL.7 Site Allocation: Station Works
Station Works: 4 hectares, or 9.88 acres
Objective: To ensure the comprehensive redevelopment of the Station Works site in line with community priorities in favour of mixed development.

Site Allocation BL.7



Policy BL.7 Site Allocation: Station Works

The site of Station Works, as identified on the map, is allocated for comprehensive redevelopment to include an appropriate balance of housing, commercial units and parking.

The mix for the development should be informed by a viability test. Development proposals should be set down in a Masterplan which has been the subject of consultation with the community and the other interested parties. The Masterplan should indicate the phasing and infrastructure requirements and how their delivery will be assured. Once agreed, development should proceed strictly in accordance with the Masterplan.

The Masterplan shall be in accordance with the other policies set out in this plan and in addition:

1. Proposals should be informed by a contaminated land survey and remediation scheme, the level of information provided to be in line with the Wiltshire Core Strategy.
2. Liaise with Network Rail (and other parties as required) to identify and safeguard land to meet their current and future operational requirements including appropriate access and parking provision for the southern side of the line.
3. Make provision for an appropriate pedestrian accesses to and from the new development and the rest of the village; and show how this is to be phased, as part of the development.
4. The estimated capacity of the site is 60 dwellings in two storey buildings plus commercial uses, but density overall must be appropriate for the edge of a rural settlement in an AONB with the potential to impact on the Conservation Area and two Special Areas of Conservation (SAC) (the River Avon SAC and the Chilmark Quarries SAC).
5. The Masterplan design and layout should detail the proposed:
 - i) mix of uses
 - ii) areas of public, private and amenity space
 - iii) movement routes for different users (into and out of Tisbury Railway Station)

- iv) employment, residential and parking areas
 - v) building heights, envelope and density
 - vi) phasing of different uses
6. Make appropriate provision for affordable housing in accordance with Policy BL.2, at a minimum level of 30% in accordance with Wiltshire Core Strategy Core Policy 43. Opportunities for self-build should also be explored
 7. Make provision for commercial uses, having particular regard for the needs of local and current on-site business, in accordance with Policy BL.3.
 8. The residential and commercial development should be sensitively sited and designed to mitigate any associated adverse impact (such as height of buildings, noise, smell, pollution and visual impact) arising from either use; or from the use of the railway
 9. The development must reflect the site's setting within the CCWWD AONB and its proximity to the Conservation Area. This should include consideration of the impact of traffic on the neighbouring settlements, the natural landscape and historic buildings in the CCWWD AONB, the effect on the skyline for potential light pollution and views from the south facing areas in Tisbury and the sensitivity of design, in relation to the vernacular of the adjacent Conservation Area zones. Landscaping should positively reinforce the site's setting in an AONB for all users and where possible result in a net gain for biodiversity in accordance with *Policy HNA.1*
 10. Development should be of a very high design standard, reflecting the predominant local vernacular, e.g. use of local brick and stone building materials which predominate on the southern edge of the village and Tisbury Railway Station
 11. All necessary species and habitat surveys must be carried out to determine the extent to which the development would affect the bat species that are features of the Chilmark Quarries SAC and appropriate measures taken to avoid and mitigate impacts to roosts, foraging and commuting habitats
 12. Development should strive to have a minimal (approaching zero) environmental impact in its use of natural resources such as energy and water and consider how the development can have a positive environmental impact. Wherever viable, masterplanning should utilise industry best practice on integrating principles of sustainable, low-carbon design, including the use of renewable energy and energy efficiency (e.g. BREEAM Communities)

5.31 In addition to the main allocation policy, there are a number of other policies of the Neighbourhood Plan which are relevant to the consideration of this application.

5.32 Policy HNA 2 provides guidance for development in respect of the Tisbury Conservation Area. Of particular relevance to Station Works is the requirement to protect important views and vistas into and from the conservation area.

Policy HNA 2: Tisbury Conservation Area

Any proposal for development within or adjoining any of the Conservation Area should conserve and enhance its character and appearance.

Proposals should seek to protect the natural and historic features of the Conservation Area, having regard to the Tisbury Conservation Area Appraisal and Management Plan (2009, and subsequent revisions thereof).

To be supported, proposals must identify and address appropriately, any impacts on the following:

1. The existing street pattern
2. Important views and vistas
3. Important areas of open space
4. Important trees or groups of trees
5. Listed buildings or local unlisted buildings of architectural or historic interest
6. Local earthworks or other archaeological features

Any planning applications which would remove or detract from original features will be refused. The mainly Victorian character of Tisbury High Street with its historic frontages of shops, businesses and residencies should be respected.

- 5.33 Policy BL3 encourages the provision of housing through the re-use of brownfield sites in the village, while Policy BL1 seeks to provide a range of housing to meet local need, including housing for older people.

Policy BL.1 Providing a Broad Mix of Housing

The mix of housing on any site should aim to reflect the most recent evidence of local need and be determined according to the size and nature of the site (in terms of its access to facilities, site viability and character of the surrounding area).

In particular, proposals should detail how they have addressed:

1. The Wiltshire Core Strategy's (or its successors) affordable housing policy
2. The needs of older people
3. The provision of low cost dwellings (which might include self-build)

Community-led developments (which may involve Community Land Trusts or other social housing providers) are encouraged to include provision in perpetuity for low cost and affordable housing.

- 5.34 Unsurprisingly, the Neighbourhood Plan seeks high quality development which reflects the village's location within the AONB:

Policy BL.4 Design and Landscape

In line with Wiltshire Core Strategy CP5 I and the Cranborne Chase and West Wiltshire Downs AONB Management Plan (2014-2019 and any subsequent revision thereof), great weight will be given to conserving and enhancing landscape and scenic beauty in the consideration of any planning application.

All forms of development must plan positively for the achievement of high quality design, for example the use of local and traditional building materials (the use of local stone is preferred) to ensure respect for the local vernacular.

Development proposals must appropriately demonstrate regard for the defining characteristics of the Neighbourhood Area as set out in the Salisbury District Landscape Character Assessment Settlement Settings Assessment 2008 or successor document.

- 5.35 Policies TR3 and TR4 both seek improvements to the local highway network in association with development, most notably improvement of provision for pedestrians and cyclists.
- 5.36 Policy TR2 specifically deals with improvements relating to Tisbury railway station:

Policy TR.2 Tisbury Railway Station

Development at or within the environs of the Tisbury Railway Station that protects and enhances the existing railway service will be supported. To ensure the necessary co-ordination, proposals should be developed in conjunction with the Local Planning Authority, Network Rail and other interested parties as appropriate.

Proposals should have appropriate regard for the following:

1. Increasing and accommodating the use of public transport - train, bus and taxi.
2. Accommodating sustainable travel needs, such as pedestrian accesses, bicycle shelters and electric car charging points.
3. Extending car parking in line with the levels of station usage.
4. The requirements of the Tisbury Conservation Area and the Victorian character of the station buildings

6. Planning Considerations

The development of Station Works is supported by national and local policy

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended) requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. Section 38(3) of the 2004 Act states that the development plan comprises development plan documents and any neighbourhood plan.
- 6.2 The site at Station Works has the benefit of a firm allocation in the Tisbury and West Tisbury Neighbourhood Plan (made in November 2019). This allocation (Policy BL7) allocates the site for a comprehensive mixed-use development, including residential and commercial uses.
- 6.3 As a previously developed site, adjacent to a designated local service centre, and close to shops, services and a railway station, the Station Works site can also be clearly identified as a sustainable location for development, which makes efficient use of land, as identified in both national and local planning policy.

The principle of development at Station Works is established

- 6.4 The planning policy context set by the Neighbourhood Plan (Policy BL7), and the context of the site in policy terms, means that the principle of redevelopment of the Station Works site has been established and is not in question.
- 6.5 This is an important point in itself, and also because of the advice from the NPPF that development proposals which accord with an up-to-date development plan should be approved “without delay”. It will be appropriate now to demonstrate that the approach to development of Station Works is in accordance with the detailed requirements of both the allocation policy in the Neighbourhood Plan, and any other relevant development plan policies, however the principle of development cannot now be revisited.

The proposals will make a significant contribution to local housing needs

- 6.6 Whilst the principle of development at Station Works is established, it is nonetheless appropriate to record the contribution that this development will make to local housing need.
- 6.7 The Wiltshire Core Strategy sets out to deliver a substantial housing requirement of 42,000 dwellings across the plan area in the period 2006-2026. Of this, Tisbury is identified to accommodate 420 dwellings, 200 of which are to be delivered within “Tisbury Town” and 22

in the remainder of the Tisbury area. No specific locations are identified in the Core Strategy for delivery of these dwellings; however, the Tisbury Neighbourhood Plan identifies Station Works as the only formal housing allocation in the village, with an estimated capacity of 60 dwellings.

6.8 The Swindon and Wiltshire Strategic Housing Market Assessment 2017 gives an indication of the type of housing most needed in both the market and affordable sectors. The broad indication of this research is that the majority of need is for houses rather than flats, and for family housing of 3-4 bedrooms as opposed to smaller dwellings and flats.

Figure 70: Market and affordable housing mix by LA (Source: ORS Housing Model. Note: Figures may not sum due to rounding)

Dwellings		Swindon UA	Wiltshire UA	TOTAL
MARKET HOUSING				
Flat	1 bedroom	380	-80	300
	2+ bedrooms	630	260	890
House	2 bedrooms	3,480	1,990	5,470
	3 bedrooms	12,250	18,060	30,310
	4 bedrooms	3,160	7,350	10,510
	5+ bedrooms	600	1,820	2,420
Total Market Housing		20,500	29,400	49,900
AFFORDABLE HOUSING				
Flat	1 bedroom	2,080	1,470	3,550
	2+ bedrooms	1,170	1,640	2,810
House	1 bedroom	400	650	1,050
	2 bedrooms	1,630	4,620	6,250
	3 bedrooms	2,800	5,440	8,240
	4+ bedrooms	420	780	1,200
Total Affordable Housing		8,500	14,600	23,100

6.9 The application proposals, whilst outline, are supported by an indicative layout which demonstrates that in excess of 60 dwellings can be provided on the Station Works site. The policy figure is an estimate, and not a definitive requirement or maximum. Given that the rest of Tisbury parish is rural and likely to offer limited possibilities to accommodate further housing, it is clear that the additional potential identified at Station Works can only be beneficial in delivering housing in the locality, as well as maximising the use of a sustainable brownfield site.

6.10 In terms of housing mix, the indicative layout comprises 86 dwellings, the majority of which can provide family housing, at the following mix:

- 2 x 1-bedroom flats

- 10 x 2-bedroom flats
- 42 x 2-bedroom houses
- 29 x 3-bedroom houses
- 3 x 4-bedroom houses

- 6.11 The layout provides 85% of properties as houses and 15% as flats which is considered to reflect the dwelling mix identified in the 2017 SHMA.
- 6.12 Accordingly, the development is considered to comply with the requirements of Wiltshire Core Policy CP45 and Tisbury Neighbourhood Plan Policy BL1 in respect of providing an appropriate mix of housing.
- 6.13 In respect of affordable housing provision, Core Policy 43 requires provision of at least 30% of dwellings within Tisbury village to be affordable on sites of 5 or more dwellings, subject to criteria including the viability of the development. As set out in Section 8 below, the impacts of abnormal development costs, notably remediation of contamination on the site, affect the viability of this development to provide a policy compliant level of affordable housing. Nonetheless, 12 affordable dwellings are to be provided at a mix of rented and shared ownership.
- 6.14 Wiltshire Core Policy CP46 requires that developments take account of the needs of older people and specifically supports the provision of specialist accommodation for the elderly. The Station Works site indicative layout demonstrates the provision of a 30-40-bed care home, combined with associated provision of medical facilities which can be used by local residents.

The proposals have been designed around the requirements of the site allocation policy

- 6.15 The Tisbury and West Tisbury Neighbourhood Plan (Policy BL7) allocates the Station Works site for mixed use development and includes a number of development criteria to be considered as part of the development. It is worthwhile therefore to review the policy requirements in the light of this application to demonstrate how these have been addressed. Each aspect of the policy is considered in turn.

The site of Station Works, as identified on the map, is allocated for comprehensive redevelopment to include an appropriate balance of housing, commercial units and parking. The mix for the development should be informed by a viability test. Development proposals should be set down in a Masterplan which has been the subject of consultation with the community and the other interested parties. The Masterplan should indicate the phasing and infrastructure requirements

and how their delivery will be assured. Once agreed, development should proceed strictly in accordance with the Masterplan.

6.16 This application has approached redevelopment of Station Works in a comprehensive way, following an indicative layout (masterplan) to demonstrate how the site can be developed. The application has been the subject of both pre-application discussions with Wiltshire Council, Network Rail, South Western Railway, other stakeholders and with Tisbury and West Tisbury Parish Councils and the wider community, all of which has further informed the submitted proposals. Further detail on this is set out in Section 7 below and in the Statement of Community Involvement submitted with this application. Given the size of the development it is not considered necessary to provide a phasing plan, as it is likely that the site would be built out in one phase.

6.17 The policy acknowledges the need for the development to be viable. In accordance with the policy, a viability appraisal has been submitted with the application in respect of demonstrating the reduced level of affordable housing which the site can provide.

Proposals should be informed by a contaminated land survey and remediation scheme, the level of information provided to be in line with the Wiltshire Core Strategy.

6.18 The application is supported by a contaminated land assessment which has recommended appropriate remedial works, as set out in paragraph 2.56 above.

Liaise with Network Rail (and other parties as required) to identify and safeguard land to meet their current and future operational requirements including appropriate access and parking provision for the southern side of the line.

6.19 The application includes a safeguarded area of approximately 0.4 hectares immediately adjacent to the railway station which is intended for future expansion of rail facilities. As already stated above, there are no specific plans or timescales for future infrastructure improvements at Tisbury railway station, either in the development plan, or in any rail infrastructure plan that the applicant is aware of. That said, a technical study has been undertaken by Network Rail to assess options for improvements across the entire West of England line, which includes proposals at Tisbury.

6.20 The technical study suggests that the line could be dualled to extend the Tisbury passing loop, and this could also facilitate a second platform at Tisbury Station with options for pedestrian access ramps or lifts cross platform. The area of land identified for these improvements is substantially less than that safeguarded by the Station Works development, and it is therefore considered that the development proposals adequately provide land for

any future rail or station improvements once definite plans and timescales for these are established.

- 6.21 The safeguarded area could also provide additional space for further rail-related infrastructure, including car parking, should this be needed in future.
- 6.22 The safeguarded area and other aspects of the development have been discussed with Network Rail and South Western Railway. Network Rail has formally responded to confirm that they consider the safeguarded area acceptable to meet their future needs.
- 6.23 Aside from the safeguarding, this application delivers significant highway and pedestrian/cycle improvements in the locality, which will allow safe walking and cycling to and from the station from residents of the Station Works development. This, combined with the area of safeguarded land provided, is considered to meet the requirements of the policy in this regard.

Make provision for an appropriate pedestrian accesses to and from the new development and the rest of the village; and show how this is to be phased, as part of the development.

- 6.24 This matter is considered further in respect of transport improvements below. It is important however to note that the development proposes safe and improved access to the village for future residents which is certain and not reliant upon any future rail improvements at Tisbury Station, which remain uncertain in terms of both funding and timescale.

The estimated capacity of the site is 60 dwellings in two storey buildings plus commercial uses, but density overall must be appropriate for the edge of a rural settlement in an AONB with the potential to impact on the Conservation Area and two Special Areas of Conservation (SAC) (the River Avon SAC and the Chilmark Quarries SAC).

The Masterplan design and layout should detail the proposed:

- i) mix of uses*
- ii) areas of public, private and amenity space*
- iii) movement routes for different users (into and out of Tisbury Railway Station)*
- iv) employment, residential and parking areas*
- v) building heights, envelope and density*
- vi) phasing of different uses*

- 6.25 These matters are considered in detail in the Design and Access Statement produced by Thrive Architects. The indicative layout has been carefully designed to safeguard important views out from the village, including views to and from listed buildings. The verdant backdrop of the bank to the immediate south of the site is retained and enhanced to

maintain the relationship between the developed area of the village and the AONB landscape beyond.

- 6.26 Whilst the allocation policy refers to an “estimated capacity” of 60 dwellings, this has not been the subject of any detailed technical assessment or architectural input. It is therefore, a somewhat artificial figure, based largely on the general housing requirement of the Local Plan. This outline planning application has been subject to rigorous technical assessments which have themselves underpinned the indicative layout submitted. It is clear that the site is capable of delivering in excess of 60 dwellings whilst having careful regard to the various criteria of the policy set out above. To stick rigidly to an artificial figure of 60 dwellings on the site, would fail to maximise the use of this unique brownfield site, would create larger and less affordable dwellings on the site, and would further impact upon development viability and the provision of affordable housing.
- 6.27 It is quite unusual in an area such as Tisbury to find a large brownfield site capable of redevelopment. Making best use of the site accords with national policy, will help deliver much needed housing in Tisbury and Wiltshire generally, and will also reduce future pressure for either infill or greenfield development in the area.

Make appropriate provision for affordable housing in accordance with Policy BL.2, at a minimum level of 30% in accordance with Wiltshire Core Strategy Core Policy 43. Opportunities for self-build should also be explored

- 6.28 As set out above, the application is supported by a viability appraisal which concludes that it is not viable to deliver affordable housing at 30%. Nonetheless, 12 affordable dwellings are proposed, even allowing for the higher abnormal costs of developing this site. The indicative 86-dwelling layout does however allow for a larger number of smaller family dwellings to be provided, thus creating market housing in the village of a type and size more likely to be affordable to local people.

Make provision for commercial uses, having particular regard for the needs of local and current on-site business, in accordance with Policy BL.3.

- 6.29 The business and employment use of the Station Works site has been in steady decline for many decades, this despite its reasonably central location to the village. The relative distance from Tisbury to the main road network, combined with narrow and often winding lanes accessing the village, mean that the site no longer satisfies modern locational

requirements for many businesses, particularly those requiring supply and distribution of goods.

- 6.30 The development of a 30-40-bed care home, together with associated medical facilities, represents a commercial use as well as providing supported accommodation for older people, for which there is an acknowledged need in the area. The care home and medical facilities use could be expected to provide in excess of 40 full and part-time jobs in a range of skills and functions, providing significant employment in the local area. This would also represent an increase in employment from that existing on the site now, which is estimated to be 20-22 full and part time jobs.
- 6.31 The linear nature of the Station Works site makes locating more traditional business uses on the site challenging, whilst the significant costs of decontaminating the site mean that traditional employment uses would render the development unviable. Concerns have also been expressed during the community consultation regarding traffic impacts on neighbouring villages and narrow lanes. Locating further businesses on the site would be likely to exacerbate such issues due to commercial vehicle movements to and from the site on the surrounding local road network.
- 6.32 Provision of a care home on the site makes effective and efficient use of land in delivering employment as well as an acknowledged need for older persons accommodation, and community facilities. The applicant is also considering options for relocation of the business on the site.

The residential and commercial development should be sensitively sited and designed to mitigate any associated adverse impact (such as height of buildings, noise, smell, pollution and visual impact) arising from either use; or from the use of the railway

- 6.33 Whilst the Station Works site is no longer considered attractive to traditional commercial uses, the linear nature of the site would create difficulties in satisfactorily combining traditional commercial uses with residential properties, for example:
- Locating employment uses at the south western end of the site adjacent to Jobbers Lane would create a significant visual impact, involve greater loss of vegetation, and also mean that residents of the new housing would have to drive through a commercial estate to reach their homes.

- Alternatively, locating the business use at the north eastern end of the site would reduce visual impact, but would then create issues of commercial vehicle traffic running through the new residential area to serve the new businesses.
- The care home use will provide much needed local employment, whilst also being a use compatible with a residential development.

6.34 The proximity the railway line has however been assessed with an appropriate noise and vibration survey, which has informed the indicative layout and made recommendations for design requirements for the dwellings on parts of the development.

The development must reflect the site's setting within the AONB and its proximity to the Conservation Area. This should include consideration of the impact of traffic on the neighbouring settlements, the natural landscape and historic buildings in the AONB, the effect on the skyline for potential light pollution and views from the south facing areas in Tisbury and the sensitivity of design, in relation to the vernacular of the adjacent Conservation Area zones. Landscaping should positively reinforce the site's setting in an AONB for all users and where possible result in a net gain for biodiversity in accordance with Policy HNA.1

Development should be of a very high design standard, reflecting the predominant local vernacular, e.g. use of local brick and stone building materials which predominate on the southern edge of the village and Tisbury Railway Station

6.35 Again, these matters are considered further in the Design and Access Statement produced by Thrive Architects, and some elements of this part of the policy will be considered in the future Reserved Matters application for the site. Nonetheless, as already indicated, the indicative layout has been informed by appropriate landscape and visual impact, archaeological and heritage assessments which have considered the relationship of the development to the AONB and the conservation area.

All necessary species and habitat surveys must be carried out to determine the extent to which the development would affect the bat species that are features of the Chilmark Quarries SAC and appropriate measures taken to avoid and mitigate impacts to roosts, foraging and commuting habitats

6.36 Phase 1 and Phase 2 ecology surveys have been undertaken in support of the application, providing information on a range of species including bats, birds, reptiles, badgers and small mammals, as well as considering wider impacts on foraging habitat and the River Nadder. These will inform more detailed management plans and scheme design at Reserved Matters stage.

- 6.37 These have supported a formal Habitats Regulation Assessment Information Report which has specifically examined impacts upon the Chilmark Quarries SAC and River Avon system. Appropriate mitigation measures are proposed as part of this application.

Development should strive to have a minimal (approaching zero) environmental impact in its use of natural resources such as energy and water and consider how the development can have a positive environmental impact. Wherever viable, masterplanning should utilise industry best practice on integrating principles of sustainable, low-carbon design, including the use of renewable energy and energy efficiency (e.g. BREEAM Communities)

- 6.38 Whilst again this is a matter of detail appropriate for a Reserved Matters stage application, Tisbury Community Homes aim to deliver housing which is sustainable in terms of energy and water use, and which is constructed in an environmentally sustainable way in terms of materials and waste.

The proposals have been designed taking account of other relevant development plan policies

- 6.39 Aside from the allocation policy, there are a number of other general planning policies which apply to the development, and which have been addressed in this application.
- 6.40 Policies relating to housing mix, affordable housing, and provision of accommodation for the elderly have been considered above. Policies relating to transport and access are considered in the section below.
- 6.41 The Wiltshire Core Strategy (Policy CP36) encourages regeneration of brownfield sites within identified settlements in order to make efficient use of land and create sustainable development. In respect of Tisbury, Core Policy CP27 and its associated text requires that development within Tisbury maintains its role as an employment centre, whilst also being sympathetically designed to take account of the area's location within the AONB, and potential impacts on the Chilmark Quarries SAC, and the local conservation area.
- 6.42 The extent of technical work which has underpinned this application is already set out above. This has included specific studies on landscape and visual impact, heritage and ecology which have informed the design of the indicative layout submitted with this application, together with recommendations on mitigation measures in respect of SAC and the River Nadder. Contributions are also proposed through CIL to mitigate the impact of the development on phosphates in the River Avon system (Policy CP69).

6.43 In respect of open space provision, required under saved policies R2 and R3 of the Salisbury District Local Plan, a central square has been incorporated into the development and additional landscaped open areas are incorporated around the balancing pond and site entrance.

Detailed proposals for site access and traffic management are acceptable

6.44 Core Policy 61 of the Wiltshire Core Strategy requires that developments make provisions for all transport users including pedestrians, cyclists and those with disabilities, and that developments are designed and located so as to reduce reliance on the private car and encourage use of more sustainable modes of travel.

6.45 In locational terms, Station Works is a sustainable site, located as it is just 650 metres walking distance from the centre of Tisbury with its good range of shops, services and facilities.

6.46 The site is located just 400 metres walk from Tisbury railway station which offers a typically hourly services to London via Salisbury, or westward toward Exeter. Trains operate up to half-hourly at certain times.

6.47 Tisbury is reasonably well served with local bus services, two of which (Salisbury Reds routes 26 and 27) pass the Station Works site.

6.48 The primary issue identified in transport terms has been the need to improve pedestrian and cycle links between the Station Works site and the village centre and railway station. At present footways are limited and narrow and there is no pedestrian crossing to assist pedestrians. Access under the railway bridge is also narrow and only accessible on the western side of Jobbers Lane with no pedestrian crossing, and a blind bend to the north of the bridge. As the current speed limit on Jobbers Lane and Station Road is technically 60 mph, the current environment for pedestrians and cyclists in particular is considered to be poor. Speeding issues have also been identified as a concern of local residents during the pre-application community consultation.

6.49 As set out above, this planning application is accompanied by an extensive package of improvements designed to improve pedestrian and vehicle safety in the locality of the site, and to create a safer and improved route to the village centre, suitable for pedestrians, cyclists and those with mobility impairments. These would allow residents of the development to have a safe walking or cycling route to the station and the village centre

linking to the Stubbles Path. Importantly, these improvements are independent of any improvements at Tisbury Station, which remain uncertain.

- 6.50 Although not formally part of this application, it is proposed that, following implementation of the transport improvements, the Highway Authority introduces a 40-mph speed limit from a point to the south of the site entrance on Jobbers Lane until the start of the current 30-mph speed limit to the east of the railway station access road on Station Road.
- 6.51 The site's sustainable location, close to services and facilities, the railway station and local bus routes, together with the significant package of transport improvements proposed with this application, means that the development at Station Works will be highly sustainable in terms of transport and access.

7. Response to pre-application consultation and engagement.

7.1 As stated above, extensive pre-application engagement and consultation has been undertaken in preparing this planning application at Station Works.

7.2 Full details of all engagement, together with responses received and any actions taken, are set out in the Statement of Community Involvement submitted with this application.

7.3 In brief summary, engagement has comprised:

- Wiltshire Council:
 - Early engagement with the Wiltshire Council highways officer and the Council ecologist;
 - Formal pre-application request to Wiltshire Council planning department;
 - Further pre-application engagement with Wiltshire Council highways officer;
- Network Rail/South Western Railway:
 - Early in principle discussions with Network Rail;
 - Detailed meeting with the NR Bridges engineering team;
 - Further detailed meeting with Network Rail and South Western Railway to discuss the indicative scheme;
 - Formal pre-application request and response from Network Rail;
- Tisbury Surgery/Wiltshire Clinical Commissioning Group:
 - Early in principle discussion with Tisbury Surgery;
 - Further detailed meeting with Tisbury Surgery and Wiltshire CCG on indicative proposals, especially focussed on the care home;
- Tisbury Parish Council/West Tisbury Parish Council/Local Ward Councillors
 - Initial meeting with Councils and Ward Councillor to introduce proposals and indicative layout;
 - Site meeting to discuss proposals in more detail;
 - Attendance at public meeting (Victoria Hall) arranged by Parish Council on 27th May 2021;
 - Further meeting with Tisbury Parish Council to review outcome of public consultation;
- Community engagement:

- Virtual consultation from 6th May to 6th June 2021, including dedicated website www.stationworks-tisbury.co.uk, with dedicated response e-mail/form.
- Delivery of approximately 1,400 leaflets to all residential addresses in Tisbury village, explaining the proposed development and how to respond to the consultation.

7.4 The pre-application and engagement has proved helpful in identifying areas of both support and concern regarding aspects of the proposals, as well allowing further refinement of the proposed scheme.

7.5 It has to be said that the engagement, most notably with the community and the Parish Council, has not always led to positive responses being received. That said, there has also been positive support for aspects of the proposals. The table below sets out, again in brief, the main aspects of the engagement:

SUPPORT/POSITIVE	CONCERN/NEGATIVE
Site is an eyesore and needs redeveloped	General concerns that the site is being overdeveloped
Housing is needed in the village, especially for younger people/families.	No provision of a bridge or tunnel over/under the railway
Affordable housing is needed in the village.	Traffic lights will cause delays/congestion, and are not needed
Local roads are unsafe for pedestrians and speeding is an issue.	Care home is too large/not needed
Rail safeguarded area supported by Network Rail.	Block of flats is bulky and affects setting of a listed building.

7.6 The main changes to the scheme which have been proposed following pre-application engagement are as follows:

- The size of the proposed care home has been reduced from 70-bedspaces to 30-40 bedspaces.
- This will also allow the provision of community medical facilities within the same building footprint on the site, which could also facilitate new premises for Tisbury surgery.
- An indicative footpath route up the landscape bank to the south of the site has been deleted, both to avoid conflict with adjoining private landowners and also to protect wildlife habitat on the bank from encroachment.

- Although indicative only, the layout for the block of flats has been amended to split the flats into two smaller blocks rather than a single large block, thus reducing impact on views from the listed former station hotel.
 - The proposal will include traffic signal sensors which will reduce average wait times at the lights still further at quieter times.
 - In response to comments received, use of the third arch of the bridge was investigated further as a potential route for the pedestrian/cycleway. This arch carries the River Nadder, part of the River Avon SAC system. Use of this arch for the pedestrian/cycleway would involve culverting the river at this point, as well as removing significant amounts of trees and other vegetation. This option is not therefore considered acceptable in landscape, heritage or ecological terms.
 - The pedestrian footway/cycleway under the Three Arch Bridge has been reduced in height further following analysis of updated flood data, thus further reducing its impact.
- 7.7 Following extensive pre-application engagement, the development has carefully considered responses received, and made a series of further amendments to the development proposals as a result.

8. Planning conditions and obligations.

- 8.1 Tisbury Community Homes is committed to creating a development which is sustainable, and which supports and enhances the settlement and local community in Tisbury. To that end, the applicant is also committed to entering into a Section 106 Agreement to secure appropriate planning obligations in respect of the development, and to make the appropriate payments under the Community Infrastructure Levy Regulations 2010 (as amended).
- 8.2 This is however in the context that any obligations should meet the required tests, namely:
- That they are necessary to make the development acceptable in planning terms;
 - That they are directly related to the development; and
 - That they are fairly and reasonably related in scale and kind to the development.
- 8.3 Any planning obligations sought under Section 106 should not seek provision of infrastructure which is to be sought through payment of the Community Infrastructure Levy (CIL). This is set out in the appropriate regulations and avoids double charging an applicant for the same piece of infrastructure. Draft Heads of Terms are attached **as Appendix A** to this statement.

Planning obligations under Section 106

- 8.4 Planning obligations have been discussed with officers from Wiltshire Council as part of the pre-application process for this application, and as a result the following are considered to fall within the tests set out above:
- Affordable housing – As set out above, an affordable housing statement has been submitted with this application which demonstrates that the development is unfortunately not viable with a policy compliant level of 30% of total units being affordable. The statement has assessed viability in detail and concludes that the threshold of viability for the development is reached with 14% affordable housing (equating to 12 units). It is assumed that this provision will be made on-site in accord with policy.
 - Waste collection – pre-application advice from Wiltshire Council has sought a contribution toward waste collection, based on a rate of £91.00 per house and £581.00 per block of flats toward. Given the outline nature of the proposals, an off-site contribution is proposed of £7,896.00 based upon an 86 dwelling site layout.

- Open space provision – pre-application advice from Wiltshire Council has set out rates of open space requirements, including associated off-site financial contribution rates, for amenity open space, play space and youth/adult provision. The indicative layout proposes a central area of amenity space, together with additional areas centred on the balancing/nature pond, and around the site entrance. The vegetated back to the south of the site is also to be left undeveloped. On that basis, it is concluded that there is more than sufficient amenity space provided on-site to comply with the Council’s requirements.

Children’s play space is not currently proposed within the indicative layout, and the nature of the site means that formal youth/adult space for sport is not practicable. On that basis, it is proposed that off-site contributions are made of £127,458.00 toward play space, and £52,380.00 toward youth and adult provision off-site.

- Public art – pre-application advice from Wiltshire Council has sought a contribution toward public art, either through an on-site installation or a financial contribution of £300.00 per dwelling toward off-site art. Given the outline nature of the proposals, an off-site contribution is proposed of £25,800.00 based upon an 86 dwelling site layout.
- Phosphate mitigation – Pre-application discussions with both the Wiltshire County Ecologist and the planning service have indicated that, as an allocated site, mitigation for phosphate impacts has been calculated to fall within payment of the Community Infrastructure Levy (CIL). The development is calculated to make a CIL contribution of £354,443.00 (taking account of net additional floorspace), which will include a contribution toward the Council’s phosphate mitigation strategy for the River Avon SAC.

8.5 There is one area of planning obligations where the applicant does not accept the Council’s advice on planning obligations, this being in respect of education provision. The Council has suggested that the following education contributions for additional school places be sought:

*Education – A contribution towards early years of **£175,220**
primary provision of **£318,886**
secondary school contribution of **£360,400***

8.6 The applicant has engaged Alfredson York consultants to review the Council’s requested contribution and the evidence which underpins it. A report from the consultants has been submitted with this planning application. The report concludes that there is currently spare

capacity at early years, primary and secondary level within the various catchment schools which serve Tisbury. The report concludes:

5.1. Commentary & Conclusion on Education Mitigation

- 5.1.1. On the basis of the assessment undertaken at the pre-application stage and the information set out in the report above, it is clear that the request for any education contributions arising from the proposed development of this site would be challengeable under the CIL regulations.
- 5.1.2. No evidence has been presented of any shortfall in Early Years places, and it has not been set out why, if any shortfall would exist, why this would not be met by the Private, Voluntary and Independent sector, which would not require S106 funding for additional places.
- 5.1.3. At primary school level, the local school place planning area is forecast to continue to have significant levels of surplus places.
- 5.1.4. At secondary school level, the local school place planning area is forecast to continue to have significant levels of surplus places.
- 5.1.5. Any request for contributions should therefore be challenged at the earliest opportunity, including dialogue with the relevant Councils.

- 8.7 On that basis, the applicant does not propose to make a financial contribution toward education provision based on the current evidence provided by the education authorities. Should additional evidence be presented, the applicant will be happy to consider this further.

Planning conditions

- 8.8 As this is an outline application, with most matters reserved, it is important and appropriate that any consent is conditioned to ensure that the local planning authority is able to control future details of the subsequent reserved matters application.
- 8.9 As part of this application, Tisbury Community Homes have proposed an extensive series of draft planning conditions, which are attached as **Appendix B** to this statement. These cover a range of issues and are based upon standard planning conditions and reasons published by Wiltshire Council.

9. Conclusions

- 9.1 The site at Station Works today is a relatively little used industrial site on the edge of Tisbury. The site is visually unattractive and has rightly been identified in the Tisbury and West Tisbury Neighbourhood Plan for mixed redevelopment.
- 9.2 The site offers a unique opportunity within Tisbury to deliver much needed housing and commercial use, improved transport links to the village centre, and create a more visually attractive development.
- 9.3 Tisbury Community Homes has undertaken extensive technical survey and assessment work across a range of areas, including transport, ecology, trees, heritage and archaeology, landscape and visual impact, flooding and drainage, noise and contamination. Together, this extensive and detailed evidence base has allowed the development of an indicative mixed-use development layout to support this outline application.
- 9.4 The indicative layout demonstrates that the site is capable of delivering up to 86 dwellings of a type and size most needed in the local area, as well as providing for a 30-40-bed care home, with associated medical facilities, as well as safeguarding an area of 0.4 hectares of land for future rail improvements to Tisbury Station. The layout is designed to respect important views into and out from the village, preserving the setting of important listed buildings, and the wider AONB.
- 9.5 Matters of access are submitted in detail, and a scheme of improved vehicular and pedestrian access has been submitted based on extensive pre-application discussion with Wiltshire Transportation team officers and Network Rail. The scheme also provides better pedestrian access to the village and the railway station and includes traffic management and footway design which takes account of future flood projections.
- 9.6 Land is also safeguarded within the development for future expansion of the railway, although no timescale for funding or delivery of these proposals are yet known. The development will also be fenced off from the existing gated pedestrian footpath level crossing to ensure public safety by removing potential for significant increase in use of the crossing. These provisions have been supported by Network Rail.
- 9.7 In formulating the application, Tisbury Community Homes has undertaken pre-application consultation with Wiltshire Council, other key stakeholders, and has carried out local

community consultation including an online consultation website, public meeting, and bespoke meetings with Tisbury and West Tisbury Parish Councils.

- 9.8 In conclusion, Tisbury Community Homes considers that it has proposed a high-quality and sustainable mixed-use development on the Station Works site, which will greatly enhance the townscape of the village, and provide much needed housing and employment for local people.

