

Planning Application LPA Ref: PL/2021/09778

Land at Station Works, Station Road, Tisbury, Wiltshire SP3 6QU



Appeal Reference: APP/Y3940/W/22/3308919



# Statement of Case

## Appendix E – Summary of Neighbourhood Plan Provisions

Prepared for Tisbury Parish Council

*Final version – 15<sup>th</sup> December, 2022*



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## 1. Introduction

- F 1.1. This document summarises the provisions of the Neighbourhood Plan relevant to the current proposal.

## 2. Table of Neighbourhood Plan Provisions

### Policy and Objectives – Access, Employment and Integration

Paragraph	Statement
Paragraph 72	Station Works is allocated as the principal site for mixed development and, as well as retaining land for commercial uses, it is expected to deliver sufficient dwellings to meet housing targets beyond the period of the current Core Strategy and into the period of the Local Plan Review to 2036
Vision (page 41), repeated at paragraph 27, page 6	Investment and modernisation of the local railway network (including Tisbury Railway Station) will need to be included as part of the comprehensive development of Station Works.
Paragraph 182	As the major brownfield employment site, a comprehensive mixed development at Station Works could provide additional employment, if sufficient land is set aside to meet the needs of existing and future businesses, in addition to providing for future housing needs in the plan area.
Paragraph 159	Any development should include careful plans on how best to manage road safety issues, ensuring that well-meaning ‘improvements’ do not lead to unintended, adverse consequences.
Paragraph 191	Any proposals for change of use at Station Works should include consultation with the local business community to determine how best to meet their business needs.
Policy BL.7(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.
Page 40 Table 3.4	Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Housing and Buildings  BL.7 - Tisbury Parish Council to appoint a sub-committee to liaise with Wiltshire Council and any prospective developer to ensure that the Station Works site is delivered in accordance with the community’s mandate
Policy TR.2	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:



Paragraph	Statement
	<ol style="list-style-type: none"> <li>1. Increasing and accommodating the use of public transport - train, bus and taxi.</li> <li>2. Accommodating sustainable travel needs, such as pedestrian accesses, bicycle shelters and electric car charging points.</li> <li>3. Extending car parking in line with the levels of station usage.</li> </ol>
Page 52	<p>Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Transport:</p> <p>TR.2 - Support plans for the current single line railway track to be doubled.</p>
Paragraph 120	<p>Given the complexity of the site it is essential that a comprehensive approach to the development of the site is taken. Policy BL.7 needs to be coordinated with other TisPlan policies (e.g. TR.5) to ensure a strategic and comprehensive development of the Station Works site, within TisPlan's overall objectives and policies.</p>
Paragraph 112	<p>As this is a mixed use site, development should be phased so that employment units are brought forward during the early stages of its development, in accordance with Wiltshire Core Strategy (CP2 Delivery Strategy) and residential development should be phased to satisfy the outstanding number of dwellings required before the end of the current Core Strategy to 2026. This should ensure that development is sustainable and in line with anticipated levels of modest growth for the Neighbourhood Area to 2036.</p>
Paragraphs 117 and 118	<p>"Development of Station Works and Tisbury Railway Station upgrades should also consider improvements to the pedestrian access by the bridge across the River Nadder into the approach to Tisbury High Street from the railway station.. an alternative may be enhancements to the footpath on Station Road and at the Three Arch Bridge, encouraging pedestrians to use the Stubbles path as a preferred route to and from the centre of the village. TisPlan recognises that the timing of the provision of upgraded infrastructure may need to be tied to the overall viability of a development scheme."</p>
Paragraph 116	<p>A new pedestrian crossing at the station would facilitate access in the event of the future dualling of the track, as well as ensuring a safe and direct route into Tisbury High Street. A footbridge may not be suitable for those with mobility issues and suitable alternative access, including expansion of footpaths, could be considered as part of any development on the site. This would require negotiation with both Network Rail and Wiltshire Council Highways.</p>
Paragraph 159	<p>Any development should include careful plans on how best to manage road safety issues, ensuring that well-meaning 'improvements' do not lead to</p>



Paragraph	Statement
	unintended, adverse consequences.
Policy BL.3	<p>Proposals for the redevelopment of deliverable brownfield sites will be supported, subject to:</p> <ol style="list-style-type: none"> <li>1. The character of the Cranborne Chase and West Wiltshire Downs AONB not being adversely affected,</li> <li>2. Policy EB.1 not being compromised, and</li> <li>3. There being no unacceptable impact on the local road network.</li> </ol>
Policy EB.1	<p>To protect the economic sustainability of Tisbury as a Local Service Centre serving the Cranborne Chase and West Wiltshire Downs AONB within South West Wiltshire, in principle proposals for new business and employment will be welcomed provided that:</p> <ol style="list-style-type: none"> <li>1. Sustainable locations are chosen and the reuse of previously developed (brownfield) sites and buildings, including derelict buildings, is especially encouraged;</li> <li>2. Appropriate regard is demonstrated for the Cranborne Chase and West Wiltshire Downs AONB landscape, its rural character and the Conservation Area;</li> <li>3. Traffic generation from the proposal is appropriate to a rural location and its road infrastructure .....</li> <li>4. Proposals requiring a planning consent that would result in the loss of an employment use should provide evidence that appropriate steps have been taken to remarket the premises for alternative employment uses. The retention of retail and public buildings within the centre of Tisbury is considered vital to its Local Service Centre status.</li> </ol>
Paragraph 113	The density and design of the development should be the product of a robust Masterplan, responding positively to the exceptional environmental quality within the wider character area within the CCWWD AONB. A comprehensive development should ensure commercial viability of the site as well as delivering the community's mandate that the site must be redeveloped.
Paragraph 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
Paragraphs 188/189	The projection of TisPlan into the next Core Strategy period to 2036 reflects the optimism that Tisbury can continue to attract, support and sustain more small businesses if the right premises and services are provided. It is anticipated that the most appropriate sites to deliver this will be mixed

Paragraph	Statement
	business and housing developments, primarily on the site of Station Works.
Paragraph 109	A business park comprising units of a size and form required by modern businesses could attract a diverse employment offer. This could provide for technology-focused businesses, or similar enterprises within use Class B1 supporting the needs of smaller local firms, as well as businesses moving into the area. This would help to minimise out-commuting by extending the availability of local employment opportunities
Paragraph 110	A small-scale survey of local businesses in 2017 carried out by the TisPlan steering group suggested that there is demand from local businesses to relocate to the site. Many of them would appreciate employment units with good access to the railway. By providing accommodation to meet modern business needs, Station Works could achieve a greater density of employment, even if there were to be a net loss in the area of commercial land on the site. Indeed, this strategy has been endorsed by Wiltshire Council as part of their response to the Reg 14 Consultation version of TisPlan and is supported by the NPPF.
Policy TR.4	Wherever feasible, major new development should contribute to the achievement of a safe, walkable/cyclable village with integrated pathways/ cycleways connecting to its centre and amenities;

### Policy and Objectives – Place-shaping and Design

Paragraph	Policy Area	Policy
1.3	Vision	<p>There will be modest, sustainable growth in housing to provide for the range of housing needs in the local area. Development should enhance the well-being of residents, provide opportunities for local business and provide quality infrastructure to encourage sustainable lifestyles to enable the area to continue to prosper into the future.</p> <p>The conservation and enhancement of the CCWWD AONB and its outstanding landscapes, environment and heritage assets will be at the core of any local development decision.</p>
23	Vision	The aim is for modest new growth in Tisbury to be sympathetically designed and located so that it blends with the existing settlement,
26	Vision	VISION: The settlement of Tisbury will increase moderately in size so that development contributes to its strong sense of



Paragraph	Policy Area	Policy
		community, served by a broad mix of housing. A limited amount of development will be permitted in West Tisbury. Buildings and layouts will be sympathetically designed so that they blend with the character of the existing settlements, respect the constraints and aspirations of the CCWWD AONB
Policy HNA2	Setting	<p>Policy HNA 2: Tisbury Conservation Area</p> <p>Any proposal for development within or adjoining any of the Conservation Area should conserve and enhance its character and appearance.</p> <p>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).</p> <p>To be supported, proposals must identify and address appropriately, any impacts on the following:</p> <ol style="list-style-type: none"> <li>1. The existing street pattern</li> <li>2. Important views and vistas</li> <li>3. Important areas of open space</li> <li>4. Important trees or groups of trees</li> <li>5. Listed buildings or local unlisted buildings of architectural or historic interest</li> <li>6. Local earthworks or other archaeological features</li> </ol>
84	Urbanisation	The results from the community questionnaire (Question 6) indicated that the community would be willing to support a change of use at Station Works from employment land to enable at least part of the site to be developed for residential purposes: the objective being to make efficient use of the land and deliver an appropriate development which relates well to its rural setting.
Policy BL.4	Setting	Development proposals must appropriately demonstrate regard for the defining characteristics of the Neighbourhood Area as set out in the Salisbury District Landscape Character Assessment 2008 or successor document.
114	Place-making	Development will be expected to demonstrate high standards of layout and design, making the best use of the unique characteristics of the site and reflecting the built environment elsewhere in the settlement. TisPlan expects the developer to take an innovative approach, responding to the site's contours, the relationship to its setting, the impact upon the character of the area, scope to provide interesting views into





Paragraph	Policy Area	Policy
		or out of the site and to create a sense of place.
Policy BL7(4)	Capacity	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).
206	Recreation	The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities, by good design and by ensuring the retention or provision of new natural spaces suitable for all ages and physical abilities.
221	Recreation	Accessible outside space, whether in the form of a recreational area or other outside space, is important for local residents. In this way the built environment is balanced by the natural environment.
Policy LCW.3	Recreation	<p>In fulfilling the obligations set down in Wiltshire Core Strategy CP 52, development proposals should seek to identify and address community amenity requirements, accessible for those with additional mobility requirements, which might include:</p> <ol style="list-style-type: none"> <li>1. Landscaping which promotes natural features within the development, promotes well-being and provides for wildlife habitats, including gardens, shared open spaces and trees, sensitive to the setting of the area within the Cranborne Chase and West Wiltshire Downs AONB</li> <li>2. Allotments</li> <li>3. Recreational facilities for children and young people</li> <li>4. Pedestrian and cycle pathways that allow access to nearby natural landscapes within the Cranborne Chase and West Wiltshire Downs AONB (Policy TR.4)</li> </ol>
Policy BL7(8)	Noise	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.
Policy BL7(9)	Setting	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



Paragraph	Policy Area	Policy
		<p>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</p>
<p>Policy TR.4</p>	<p>Footpath FP16</p>	<p>Wherever feasible, major new development should contribute to the achievement of a safe, walkable/cyclable village with integrated pathways/cycleways connecting to its centre and amenities;</p>

## Site Allocation – Station Works

### *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)

