

Salisbury District Local Plan

Review of Phase 2 **Housing** Allocations

1.0 Background

In 2002, during the latter stages of preparing the current Local Plan, the council chose to apply a phased approach to the release of housing sites allocated in the local plan. Accordingly, the plan period 1999-2011 was divided into two phases.

Phase 1 – 1999-2006

Phase 2 – 2006-2011

This ‘phasing’ of the plan period would enable the council to

- encourage the development of allocated brownfield sites and promote larger strategic allocations in the earlier part of the plan period, and
- de-allocate second phase housing sites where monitoring of housing supply indicates that there is an oversupply of housing
- enable an opportunity for alternative brownfield sites to be identified in the settlements where second phase greenfield allocations had been made.

Table 3, in the Housing Chapter of the Local Plan, identifies the phasing of all the allocated sites. The primary focus of the phasing was to encourage brownfield sites and those of strategic importance, such as those at Old Sarum, Salisbury and Boscombe Down, Amesbury. Other sites were phased on the basis that development was already progressing.

A final group of sites was phased to prevent release until 2006 in response to government guidance set out in Planning Policy Guidance Note 3 which states in paragraph 34,

*“Sufficient sites should be shown on the plan’s proposals map to accommodate at least the first five years (or the first two phases) of housing development proposed in the plan. Site allocations should be reviewed and updated as the plan is reviewed and rolled forward at least every five years. **Local planning authorities should monitor closely the uptake of both previously-developed and greenfield sites and should be prepared to alter or revise their plan policies in the light of that monitoring.** However, it is essential that the operation of the development process is not prejudiced by unreal expectations of the developability of particular sites nor by planning authorities seeking to prioritise development sites in an arbitrary manner.”*

An extract of the Local Plan addressing the subject is attached at Appendix 1.

1.1 Scope of the Review

The scope of the review can be divided into two principal stages –

- STAGE 1 : Are the sites identified for release in the second phase of the local plan still required to meet the overall housing requirement of the district?
- STAGE 2 : If the sites are still required, are there any other suitable alternative brownfield sites which could deliver a similar number of new homes?

For the avoidance of doubt the review exercise will not be concerned with re-evaluating the relative benefits and disbenefits of sites already allocated as these matters were fully explored throughout the Local Plan process.

STAGE 1 – ASSESSMENT OF HOUSING SUPPLY IN SALISBURY DISTRICT

2.0 Current Performance

In the period from 1st April, 1999 to 31st March 2011, about 5500 new homes are required to be built within Salisbury District. As a crude yardstick of performance, this means that completions of new homes need to average out at around 458 per year. The table below indicates the number of houses completed in the district in recent years.

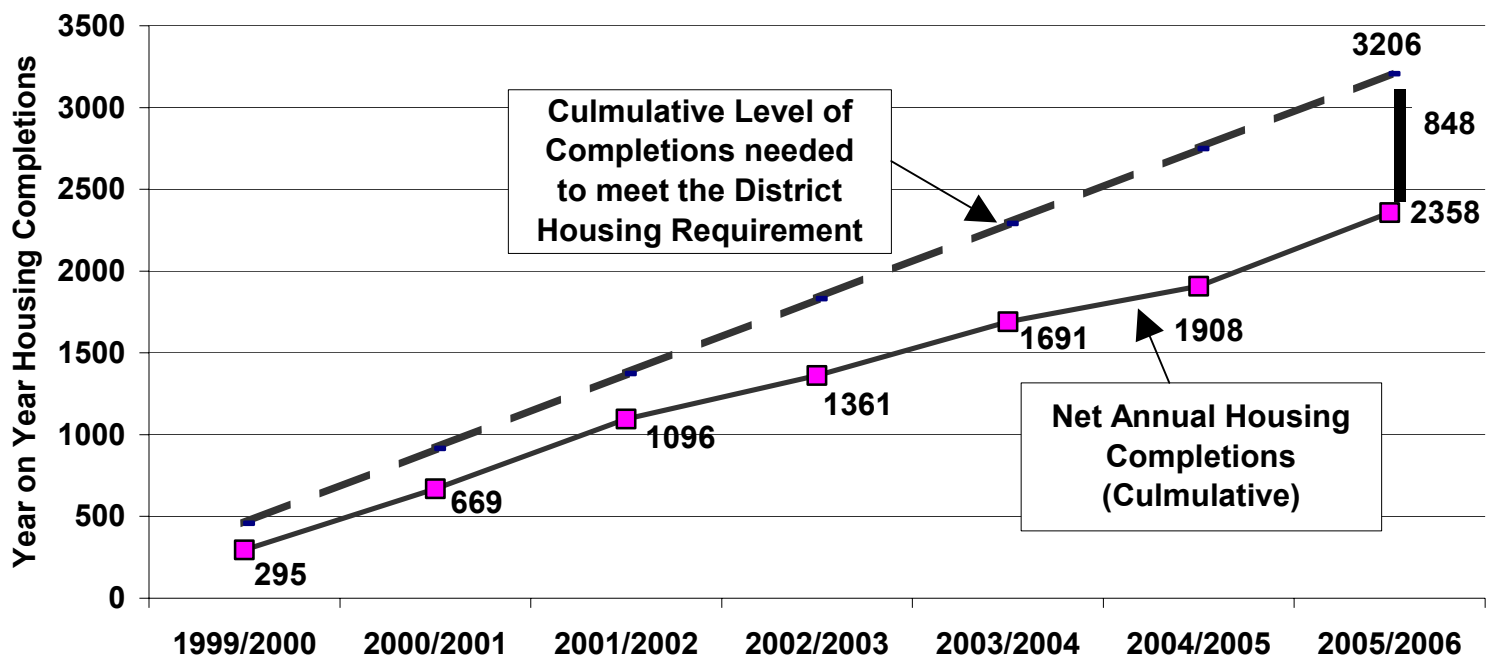
Table 1 : Net Housing Completions in Salisbury District 1999-2005

	1999/2000	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Annual completions	295	374	427	265	330	217	450 *
Total Completions since 1st April 1999 (Cumulative)	295	669	1096	1361	1691	1908	2358

* At the time of updating this review paper, WCC monitoring figures are only available on a gross basis (i.e. the number of housing units demolished had not been taken out). The gross number of completions in 2005/06 was 475. In order to compare like with like a notional 25 units have been subtracted representing dwellings lost in redevelopment. This represents a very conservative 5% estimate – historically losses have run at around 8-10%. If up to date figures are available by 7th June they will be provided.

The trajectory diagram below aims to illustrate graphically the gap which has developed between the expected level of completions and the actual level of completions over the period.

Figure 1 – Salisbury District Housing Completions in comparison with the annual target level – 1999-2006.



The total difference between the expected level of completions and the actual number of new homes built (deducting dwellings lost through redevelopment) stood at 848 at 31st March 2006.

2.1 Housing Supply in the Remainder of the Plan Period

In terms of assessing forthcoming supply of housing it is difficult to provide any degree of accuracy about which sites might come forward and what level of unidentified (windfall) sites might be granted planning consent. Nevertheless, to inform this exercise it is reasonable that sources of supply are projected forward.

The table 2 aims to give an indication of delivery timescales on allocated sites which remain largely undeveloped. The timescales and annual build rates indicated are based on the best available knowledge of developer intentions and may be subject to change.

Table 2 : Estimated Annual Housing Completions for the period 2006-2011

	Indicative Annual Build Rates				
	2006/07	2007/08	2008/09	2009/10	2010/11
Old Sarum, Salisbury	50	100	100	100	100
Odstock Hospital, Salisbury				23	22
Downton Road Extension	20	40	40	20	
Duck Lane, Laverstock	40	40	40		
Netherhampton Road	39				
Old Manor Hospital, Salisbury				40	40
Clements Lane, Mere	42				
Amesbury	95	95	95	95	95
Dinton			15	15	
Netheravon Road, Durrington		40	40	40	
Predicted Completions from Allocated Sites	286	315	330	333	257
Plus expected completions from Windfall sites (net)	227	183	183	183	183
Estimated level of Annual Completions (2006-2011)	513	498	513	516	440

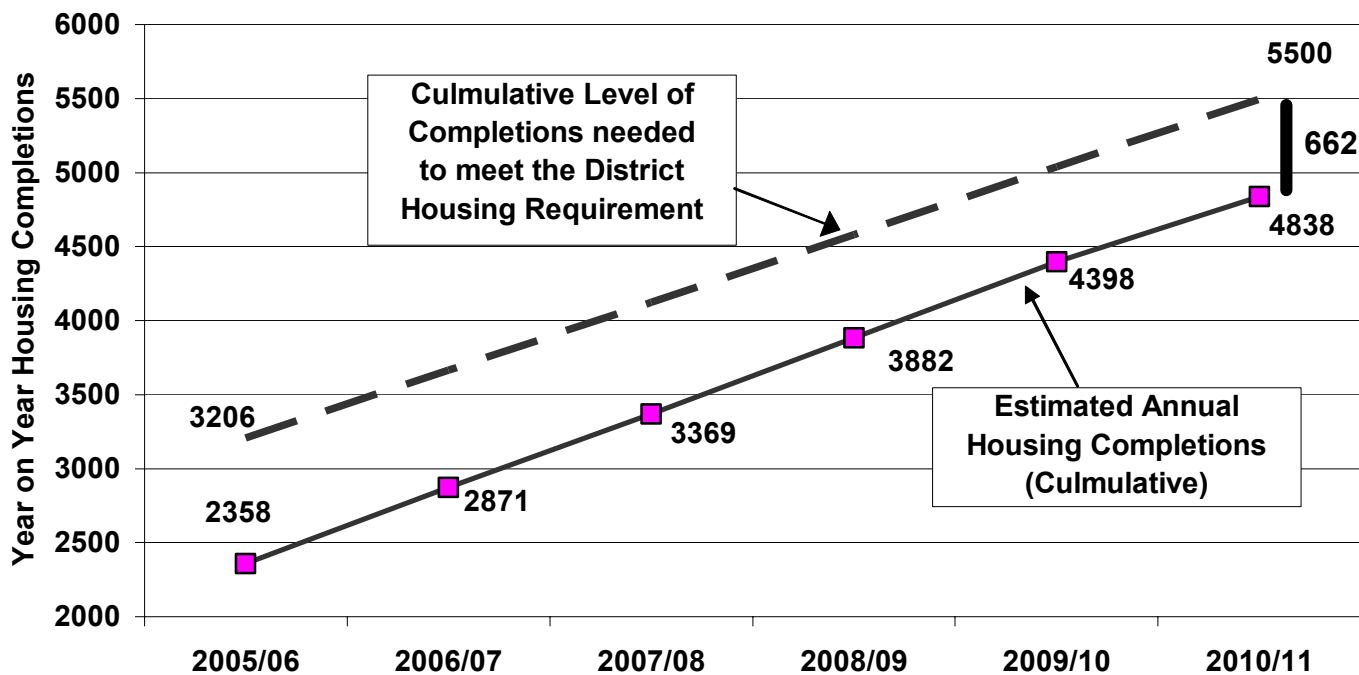
In addition to housing supply from allocated sites, the penultimate row of the table indicates the level of supply that is likely to come from windfall sites. Windfall sites are sites which are not identified in the local plan but which are acceptable and likely to be granted planning consent. Typically they take the form of small infill plots, redevelopments or conversions and can vary in scale from single plots right up to sites of 100 or more homes.

During the local plan inquiry in 1999/2000, extensive discussion concluded that around 40% of new houses were likely to come forward on windfall sites during the plan period to 2011 which equates to a level of 183 per year. This level was tested in 2002 when the council commissioned an Urban Capacity Study which sought to quantify the supply of brownfield land and other sources of supply. This study concluded that there was no reason to suggest that supply from this source will vary dramatically from this average and more recent work by the County Council (in preparing the 2016 Structure Plan alteration) indicates that supply from this source is likely to diminish.

Hence for the purposes of this exercise the table above includes the expected 183 per year to continue. The only exceptions to this relate to figures for 2006/07 which have been adjusted upwards to include the remaining supply coming forward from a large windfall site of 145 houses at the Eastern Sidings in Salisbury which was not predicted in previous work. In 2005/06, 101 completions were recorded on this site and the remaining 44 are expected to be completed in 2006/07. There are no further large scale windfall sites which warrant consideration as the majority of these were identified in the Urban Capacity Study and therefore included within the 183 per year already counted.

The trajectory diagram in figure 2 projects the estimated annual completion figures from table 2 forward in comparison with the expected level of completions required to meet the district housing requirement.

Figure 2 – Projected Housing Completions in comparison with the annual target level – 2005/06 – 2010/11



At the end of the plan period to 2011 it remains that there is a shortfall amounting to about 660 houses.

2.2 Relevance of the 2016 Structure Plan and the Emerging Regional Spatial Strategy

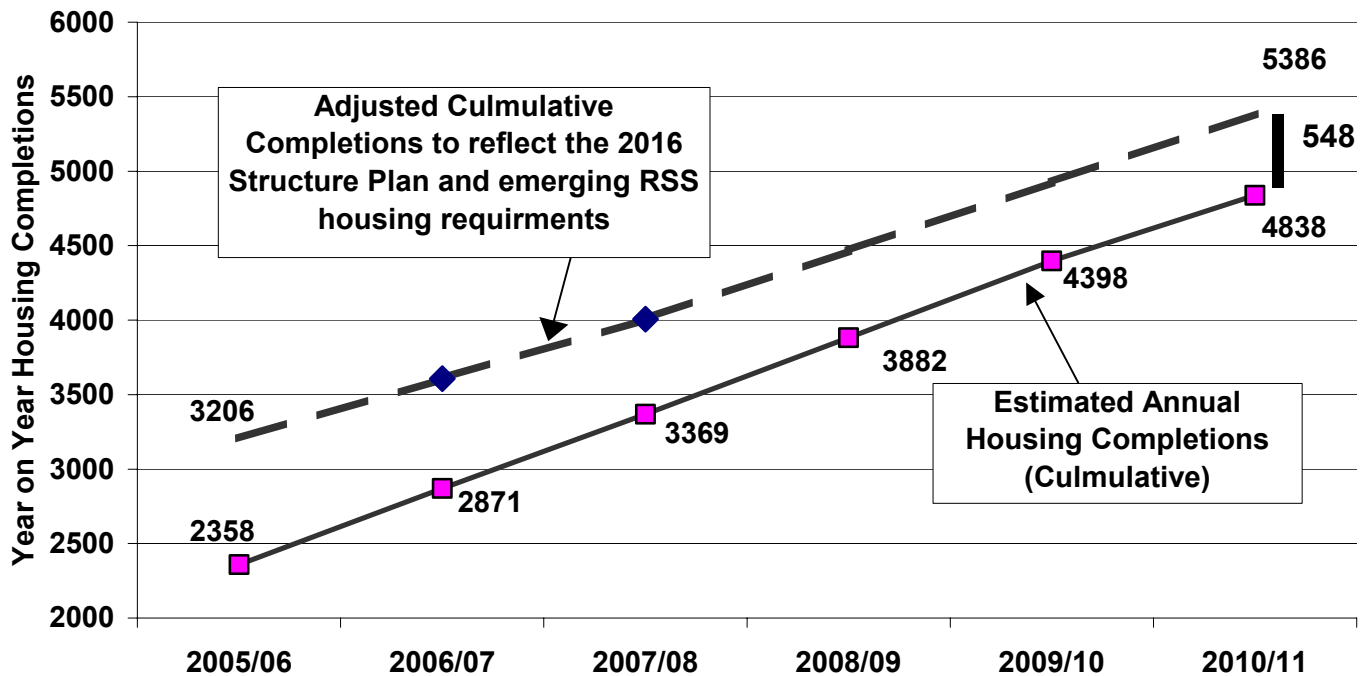
Beyond 2006, the level of new housing required in the district is set to vary on account of the adoption of the 2016 Wiltshire Structure Plan in April 2006, and the emergence of the Regional Spatial Strategy (RSS) in 2007/08.

From April 2006, the 2016 Structure Plan will require a reduced annual build rate of 400 homes per year (split between a requirement for Salisbury and the rest of the district). In terms of development distribution outside of Salisbury City, it is proposed that 192 dwellings per year are built in the period to 2016. Whilst there is supply available from allocated sites at Amesbury, Durrington and Dinton amounting to around 700 units and existing commitments for around 700 it is unreasonable to assume that the remaining 500 or so homes would be derived purely from windfall sources.

From 2008 the emerging Regional Spatial Strategy (RSS) for the South West will supersede the Structure Plan becoming the main planning guidance for districts across the south west. It will take on the role of distributing housing to each district, and in the case of Salisbury District the submitted draft is proposes a build rate of 460 per year to deliver 9200 new homes in the period to 2006-2026. The RSS will continue to divide housing provision between Salisbury and the rest of the district with a build rate of 210 per year outside of the city. Clearly some of the housing supply identified within the Structure Plan will remain included within these calculations; however there is no question that the district will need to supplement its existing allocations and levels of predicted windfall supply with further sites.

In terms of relating this to the trajectory diagram already set out above in figure 2, figure 3 on the following page now indicates the revised housing requirement (dotted line) taking into account the reduction in provision implied by the 2016 Structure Plan in the period 2006/07-2007/08 and return to current levels implied in the emerging RSS.

Figure 3 – Projected Housing Completions in comparison with the annual target level (taking into account the Structure Plan and emerging RSS housing requirements) – 2005/06-2010/11



The net result, taking into account these factors, still indicates that by 2011 there will still be a shortfall in supply although its magnitude will be reduced to around 550 houses.

Overall, the implications of both the Structure Plan and the RSS are that existing sources of supply, including sites identified in phase 2 of the adopted plan, and new ones will be needed to meet the housing needs of the district in the remainder of the current plan period to 2011 and to meet demands which are already being identified in future periods.

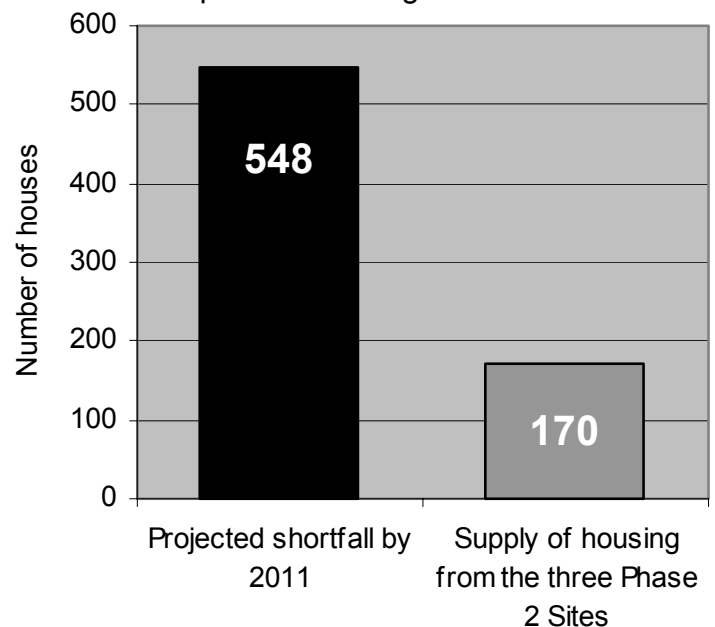
2.3 Conclusions

Based on these figures it is likely that there will be a gross shortfall of around 660 houses at the end of the plan period to 2011. This will be reduced by around 120 as a result of the reduced requirement arising from the 2016 Structure Plan to around 550.

Figure 4 shows that this shortfall remains significant in the context of this review. The total supply of housing from the three phase 2 sites (which has been excluded from the analysis thus far) would provide 170 homes which represents around a quarter of the identified shortfall.

Thus, even allowing for a reasonable margin of error, the supply of housing from sites identified for release in the second phase of the local plan are still needed to meet the overall housing requirement of the district

Figure 4 : The contribution of the Phase 2 allocated sites in meeting the expected housing shortfall.



STAGE 2 : CONSIDERATION OF ALTERNATIVE BROWNFIELD SITES

3.0 Background

There are three local plan allocated sites identified in the second phase of the plan period. The aim of this part of the review exercise is to assess whether there are any alternative brownfield sites which are available to deliver the overall housing requirement for the district and respond to the strategic concerns which formed the basis of the original greenfield allocations. Furthermore, any alternatives should also contribute to providing some or all of the planning obligations (deliverables) which were expected to come forward where they are relevant and related to the site.

The key details of each of the Phase 2 allocations are summarised in the table below

Table 4 : Key Elements of the Second Phase Allocated sites

	Policy Reference	Number of Houses	Site Area (hectares)	Other Key Deliverables from the Sites
Land at Wick Lane, Downton	H11a	50	1.8	33% of homes to be affordable
Land at Hindon Lane, Tisbury	H14/E14	75	4.1	33% of homes to be affordable, provision of a site for a swimming pool, allocated site also includes employment area
Land at Bulbridge, Wilton	H15	45	2.7	33% of homes likely to be affordable

Realistically, any alternative sites must deliver the same level of housing, but also be able to provide some of the identified deliverables or alternative gains that would benefit the respective communities. In considering this latter aspect, any comparison must take into account the relative costs of 'cleaning up' brownfield alternatives.

3.1 Approach to Brownfield Alternatives

The assessment of alternative sites undertaken in the following sections – related individually to Downton, Tisbury and Wilton – has been conducted in the following manner:

- ***A broad level assessment of each settlement to identify any brownfield sites*** capable of accommodating 10 or more unit, based on the local knowledge of both planning policy and development control officers.
- ***Discounting of sites already included in predicted sources of supply.*** All brownfield sites capable of delivering up to 10 units are assumed to be included within the windfall allowance identified in the penultimate line of table 2, along with large sites identified in the 2002 Urban Capacity Study.
- ***Assessment of sites against the three criteria set out in paragraph 4.10 of the Local Plan (see Appendix 1), namely,***
 - ***Suitability in Planning Policy Terms***
 - ***Ability to bring forward a similar number of houses***
 - ***Ability to be developed within a reasonable timeframe relevant to the plan period***

Having undertaken this examination of the settlements concerned, broad conclusions are drawn as to whether there are any realistic alternative brownfield sites that would warrant alterations/ substitution of existing allocated sites contained within the adopted Local Plan.

3.2 Downton

Assessment of Alternative Brownfield Sites – location plans set out in appendix 3

Site	Number of Units (max)	Availability (<i>subject to normal consideration through the planning process</i>)
MAZDA GARAGE, HEADLANDS (some indication that potential exists for comprehensive development using adjacent gardens to the rear of The Borough)	15 (up to 20 with additional land)	Site likely to come forward in the next few years although planning potential of extended area remains to be fully evaluated.

There is a very limited supply of large brownfield sites within Downton. The Tannery site was allocated in the Local Plan and has now been developed and existing non residential uses within the settlement remain active and viable.

The only site of any scale, as identified in the table, is the Mazda garage on the Headlands. There have been a number of preliminary enquiries about the site and there has been an indication that domestic gardens to the east of the site (relating to properties fronting The Borough) may be brought forward.

Views Expressed During Consultation

The consultation exercise did not reveal any issues or sites which would alter the initial conclusion that the Wick Lane site should be released for development.

Conclusions

The only identified brownfield site within Downton is likely to deliver only 15-20 dwellings, which would fall short of the level at which it could be considered to be an alternative to the Wick Lane site.

On this basis, it is recommended that the allocated site at Wick Lane should be released for development.

3.3 Tisbury

Assessment of Alternative Brownfield Sites – location plans set out in appendix 3

Site	Number of Units (max)	Availability (<i>subject to normal consideration through the planning process</i>)
STATION WORKS SITE, STATION ROAD	60 (as part of a proposal for a mixed use scheme)	Site remains partially occupied by employment uses and a previous planning application was refused on a number of grounds – the most significant being that the site was a strategic employment land resource for Tisbury
SOUTH WESTERN HOTEL SITE	15	Site lies within the flood risk area of the Nadder and is therefore likely to be resisted until such time that flood alleviation scheme is put in place

The Southwestern Hotel site does not provide sufficient numbers of houses to be considered as a viable alternative and faces issues of flooding which may make it unacceptable in policy terms.

The key site in Tisbury is the Station Works. This site, amounting to a developable area of 2.4 hectares, is a recognised employment site, although it is acknowledged that there is vacancy of buildings on the site following the closure of a significant business employing around 60 people in April.

The site has been the subject of speculative development proposals. In 2003, an application was submitted (reference 03/2547) which sought a mixed use redevelopment of the site for housing and employment purposes which was to include an indicative provision of 60-80 new homes. The application was refused by Western Area Committee on 20th August 2004 and the reasons for the refusal are attached to this paper at Appendix 2. A number of the issues raised by officers during the determination of that application remain valid in this context

Reason 1 – Proposal has failed to address policy E16 in that insufficient evidence has been provided to demonstrate why the employment use of the site is no longer needed. Despite requests for effective marketing of the site by officers in 2004 and 2005 it remains that the landowner has not made the site available for letting (without the imposition of negative constraints which would not be attractive to business) and that no attempts have been made to test the market for its sale as an employment site. An offer made to purchase the site (with the intention being to subdivide the buildings on the site to make them more attractive to the market) was rejected on the basis that the landowner was seeking to redevelop the site. Subsequently, an independent assessment of the offer made (undertaken by the council) indicates that this offer was reasonable. On this basis the proposal now clearly fails the test under policy E16.

Reason 2 - This reason is relevant to relocation of businesses on the site. If the site is redeveloped there will be displacement of business to other locations which is likely to generate additional travel demands. In this context the extent of this issue cannot be quantified, however Policy H22 again sets out a test to assess the ongoing viability of such sites for their existing use in common with the requirements under policy E16.

Reason 3 – remains entirely relevant within the context of the review. Tisbury is clearly identified as a local centre within the district, providing a focus for services and employment to its rural hinterland. Policy G1 of the Local Plan and DP1 of the Structure Plan both seek to promote patterns of land use which contribute to a balanced provision of housing, jobs and services which can reduce the need to travel. Given the chronic loss of small and medium sized employment uses in Tisbury it is essential that the loss of one on the last remaining and most significant employment sites is resisted until, beyond any reasonable doubt, it can be confirmed that there is no demand for it to meet the long term employment needs of the settlement and its surrounding rural communities.

Reason 4 – relates to the provision of an adequate means of crossing the railway line to access the Station Works site. Network Rail have indicated that the at grade foot crossing is not satisfactory for more intensive pedestrian use, access to the site is required by either a bridge or tunnel. During the consideration of the last planning application no satisfactory solution was identified. It is understood that further work could enable a solution to be found.

Reason 5 – Linked to reason 3, this matter relates to the knock on travel implications of reducing the potential for local employment opportunities. Put simply, if there are less local jobs (or potential for business), then more workers from Tisbury will need to travel elsewhere for work. On a wider level, increasing constraints on development within the countryside will reduce the ability of small rural businesses to expand, and hence local centres like Tisbury can offer a focal point for larger premises along with an available local workforce. Without this capacity local business will need to move further afield to grow which can only generate further demands.

Reasons 6 and 7 – as set out in the informative notes, both of these reasons can be overcome in any future submission and this does not represent issues of importance in this context

Hence with reference to the criteria set out at the final point in section 3.1, it is reasonable to conclude that the Station Works site is not acceptable in planning terms.

Views Expressed During Consultation

The feedback from consultation set out in appendix B to the covering report reveals that there is concern locally that the Station Works site is being rejected for reasons which are not relevant. The section above has clearly set out the planning reasons why the Station Works site cannot be considered a reasonable alternative. A considerable part of the consultation also seeks to draw comparisons between the allocated site at Hindon Lane and the Station Works for both positive and negative purposes. This review is not concerned with trying to draw conclusions about the relative benefits of the sites. The focus of the review is to ascertain whether an alternative – in this case the Station Works – is suitable on its own terms given the requirements set out in paragraph 4.10 of the Local Plan.

Conclusions

The only identified brownfield site within Tisbury of sufficient scale is the Station Works. However, on account of previously considered planning matters which remain relevant, as set out above, the site cannot be identified as a suitable alternative. The Station Works remains as an important employment resource and its loss would undermine the ability of the settlement to provide a long term balance of jobs and housing which national, regional and local policies all advocate.

On this basis, it is recommended that the allocated site at Hindon Lane should be released for development.

3.4 Wilton

Assessment of Alternative Brownfield Sites – location plans set out in appendix 3

Site	Number of Units (max)	Availability <i>(subject to normal consideration through the planning process)</i>
NAISH FELTS SITE, OFF WEST STREET	62	These sites are important components of supply, however, they were identified in the 2002 Urban Capacity Study. This effectively means that the review process cannot include them as they were already assumed to come forward.
C & O TRACTORS SITE, WEST STREET	10-15	
DEMOLITION AND SALVAGE WORKS TO REAR OF 41/43, WEST STREET	10-15 (20 as sheltered housing)	Early discussions have taken place regarding the use of the site for residential or sheltered residential use
LAND COMMAND, THE AVENUE	50+	It has been rumoured that the UK Land Command will relocate at some point in the future leaving this site available for redevelopment. However, it there have been no timescales indicated as to when the relocation might happen and on this basis the site cannot be considered an option in the next 2-3 years.
WILTON MIDDLE SCHOOL	Up to 40	The buildings are largely in the ownership of the diocese it is likely that the site will continue to perform some form of educational function in association with the Local Education Authority. There are significant highway limitations in the vicinity of The Hollows.

On initial inspection it would appear that there are alternative brownfield sites available within Wilton.

The Naish Felts/C&O Tractors site, having been identified in the 2002 Urban Capacity Study was always envisaged to be developed in addition to the allocated site at Bulbridge. To include the site as an alternative in this exercise would be to reduce the overall supply from windfall sources – in effect resulting in no net gain.

As referred to in the table above, the rumoured release of the UKLF Headquarters does represent a broadly suitable brownfield alternative, however in the short term it does not appear to be available.

In the case of the Middle School, it appears likely that the site still has a future as an education establishment following its closure in the move to a two tier education system. Future investment from the Local Education authority is being actively considered. Furthermore, the buildings are providing for some community uses which are considered to have a long term future. In terms of potential for housing it is likely that highway constraints would limit significant redevelopment opportunities. Given these issues, the balance of evidence points towards this being a difficult site to bring forward and its availability remains unclear

Views Expressed During Consultation

The only views received during consultation were from the owners of the Bulbridge Site who supported its release for development.

Conclusions

There are no clear alternative brownfield sites available within Wilton that could be guaranteed to come forward within the next few years to deliver the level of housing which the allocated land at Bulbridge could provide.

On this basis, it is recommended that the allocated site at Bulbridge should be released for development

4.0 Overall Conclusions of the Review

The purpose of the phased release of housing was set out in national guidance to

- encourage the development of allocated brownfield sites and promote larger strategic allocations in the earlier part of the plan period, and
- de-allocate second phase housing sites where monitoring of housing supply indicated there was an oversupply of housing
- enable an opportunity for suitable alternative brownfield sites to be identified in the settlements where second phase greenfield allocations had been made.

The following paragraphs address the points in turn.

- In terms of delivering housing, the council has been generally successful in encouraging the development of the brownfield sites. By April 2006, 175 of the 250 new homes allocated on purely brownfield sites will be completed. Key strategic sites at Old Sarum, Salisbury and Boscombe Down, Amesbury are advanced to the point at which building has or will imminently commence.
- Section 2 of this review paper has identified that there has been a growing shortfall in the number of new homes being built compared to the level which are required. Housing delivery requirements set out in the Wiltshire Structure Plan, and future target rates already taking shape at a regional level expect Salisbury District to provide about 460 new dwellings each year. Since 1999, an average of only 336 new homes per year have been built resulting in a shortfall of 848 at 31st March 2006. Projecting forwards, rapid house building on a number of larger housing sites will progress in the remainder of the plan period (as detailed in Table 2) however a significant shortfall will remain by the end of the plan period in 2011. On this basis there is no justification to consider de-allocation of second phase housing allocations.
- The review exercise has assessed whether there are any alternative brownfield sites available at Downton, Tisbury and Wilton to meet the housing needs outlined in the adopted local plan.
 - Within Downton there was only on small scale brownfield sites available which could not be considered as an alternative.
 - Within Tisbury, the Station Works site was identified as a potential alternative. On the basis that this site is the last remaining area of employment land in Tisbury – a place defined as a local centre in the context of the district – and that there is no information regarding the lack of need for the site, its release cannot be recommended. Whilst accepting that previously developed sites should be prioritised for development, planning policies at district, county, regional and national level place greater emphasis on the promotion of a mixed pattern of land uses to promote balanced and sustainable communities.
 - Within Wilton there are a number of suitably sized brownfield alternatives, however on account of availability, previous assessment and highway access issues, none represent acceptable alternatives.

In conclusion it is therefore proposed that no changes be made to the allocations set out in the adopted Salisbury District Local Plan and that the sites identified for development in the second phase of the plan period (i.e. 2006-2011) be released for development subject to the preparation of development briefs and the granting of planning consent.

APPENDIX 1 - Extract from the Local Plan

- 4.9 In order to assist in monitoring the release of housing allocations, the Local Plan has been divided into two phases:

Phase 1 – to 2006; and Phase 2 – 2006 to 2011.

The penultimate column of Table 3 gives an indication, based on guidance set out in PPG3, as to which of these phases sites are anticipated to come forward for development. The phase indicated for each site takes account of the need to bring forward brownfield/previously developed sites before greenfield sites whenever possible and also acknowledges that as of 1st April, 1999 a number of the sites were already in the process of being developed. In addition, the phasing is intended to ensure that a choice and range of sites are available and that development takes place first in the most sustainable locations of Salisbury City and Amesbury.

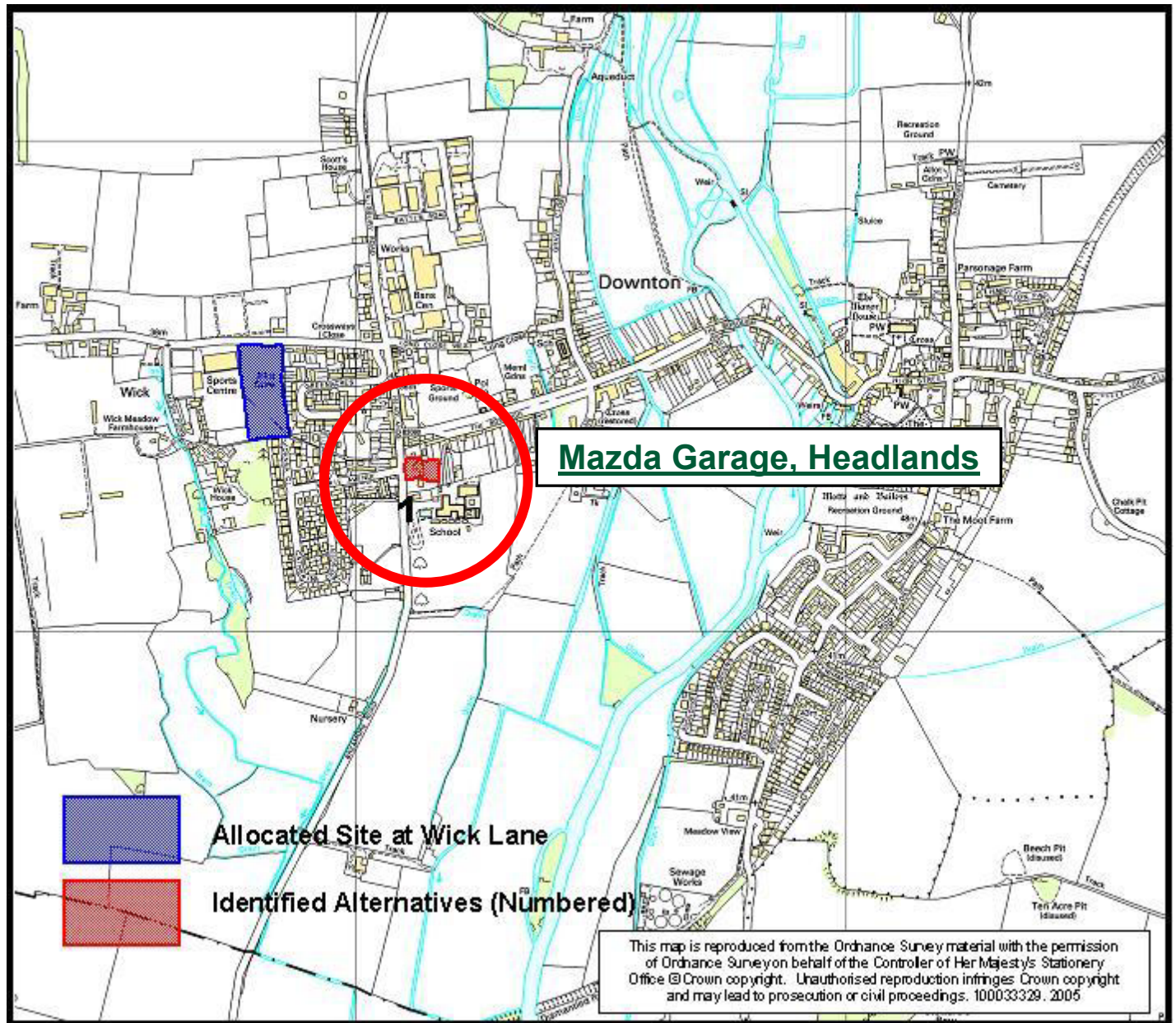
- 4.10 The phasing policy will also enable the plan to be more responsive to the results of monitoring, in particular by keeping second phase greenfield allocations under review. For example, a settlement may currently be the subject of a second phase greenfield housing allocation which was made in the absence of suitable brownfield alternatives. Should the monitoring of the plan (whether through the assessment of existing permissions or further Urban Capacity work) reveal the existence of an alternative brownfield site which is suitable in planning policy terms, and is able to bring forward a similar number of houses in the relevant timescale, then the District Council will take the opportunity to amend the allocation outlined in the Local Plan.

APPENDIX 2 – Reasons for Refusal of Planning Application (S2003/2547) by Western Area Committee on 12th August 2004 in respect of Station Works, Tisbury

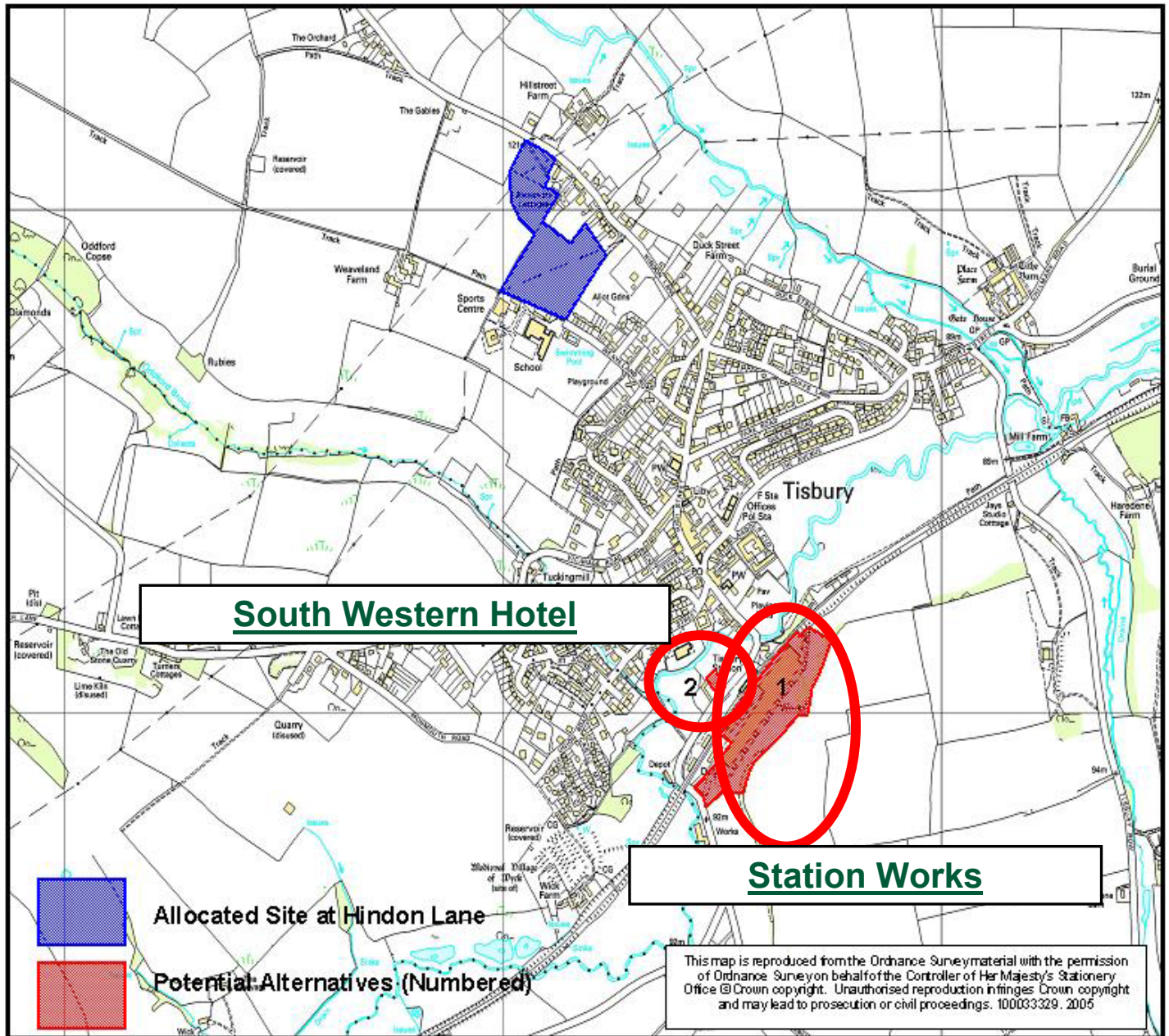
1. This proposal is contrary to policy E16 of the adopted Salisbury District Local Plan in that the proposal would result in the loss of a large employment site, does not result in demonstrable environmental or conservation benefits nor does it provide for a similar number and range of job opportunities. Insufficient evidence has been supplied to demonstrate that the site is not viable in its entirety for employment uses. Furthermore, this is a large site and the loss of available land for employment/industrial use is of significant importance.
2. The proposed development is considered by the Local Planning Authority to be contrary to Housing Policy H22 of the adopted Salisbury District Local Plan in that the relocation of the existing business is likely to lead to increased reliance on the private car and insufficient evidence has been supplied to demonstrate that the site is not viable for alternative employment uses.
3. The proposal, which involves the loss of employment land in a settlement where there has been a loss of such land over the years, is contrary to policy G1 of the adopted Salisbury District Local Plan and DP1 of the Wiltshire Structure Plan in that it does not help create sustainable communities
4. The proposal is considered to be contrary to policy DP1 of the approved Wiltshire Structure Plan and the aims of PPG13 in that the proposed development has not demonstrated that adequate provision can be made to accommodate the requirements of disabled people crossing the proposed new footbridge over the railway. This will lead to wheelchair users wishing to access the railway station and the main part of Tisbury village (and vice versa) having to travel via a circuitous route along a section of Class III road where there are no footways and where visibility is restricted to the detriment of highway safety.
5. The proposal is considered to be contrary to policy G1 of the adopted Salisbury District Local Plan, DP1 of the approved Wiltshire Structure Plan and the aims of PPG13 in that it is likely to lead to an increase in out commuting car borne traffic on a local road network that is ill suited to increased levels of demand
6. The proposal is contrary to policy G1 of the adopted Salisbury District Local Plan in that it contains insufficient information to demonstrate that the site could be satisfactorily drained without an increased risk of flooding off site.
7. The proposal is considered to be contrary to policies R2 & R4 of the adopted Salisbury District Local Plan in that it makes no provision for recreational open space or community facilities.
 - *The applicant is advised that reason 6 can be overcome by the submission of a detailed surface water drainage scheme.*
 - *The applicant is advised that reason 7 can be overcome by submission of a planning obligation for the provision of these facilities.*

APPENDIX 3 – Maps of alternative site locations considered in section 3

1. DOWNTON



2. TISBURY



3. WILTON

