

**LIST OF PLANNING APPLICATIONS TO BE SUBMITTED BEFORE THE FOLLOWING COMMITTEE**  
WESTERN AREA – 12/08/04

Note: This is a précis of the Committee report for use mainly prior to the Committee meeting and does not represent a notice of the decision

<b>A106</b>	- Approve subject to S106	DOEC Now DTLR	- Refer to DLTR (Committee)	<b>REF</b>	- Refusal
<b>APP</b>	- Approve	<b>NOBJ</b>	- No objection	<b>REV</b>	- Subject to Revocation Order
<b>APPC</b>	- Approve with conditions	<b>OBJ</b>	- Objection	<b>DOED</b>	Refer to DLTR
<b>APRE</b>	- Part approve / refuse	<b>OBS</b>	- Observations to Committee	<b>Now DTLR</b>	(delegated)

ITEM NO	APPLICATION NO OFFICER	LOCATION	REC	PARISH / WARD	PAGE NOS	WARD & COUN-CILLORS	NOTES
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<b>1</b>	<b>S / 2003 / 2547</b> Mrs J Howles	ST MODWEN DEVELOPMENTS LIMITED STATION WORKS TISBURY	REF	TISB	2-10	TISBURY & FOVANT Councillor Mrs Green Councillor Mr Hooper	
<b>2</b>	<b>SV S / 2003 / 2171</b> Mrs J Howles	THE TRUSTEES OF THE FONTHILL SETTLED ESTATE PLACE FARM TISBURY	A106	TISB	11-17	TISBURY & FOVANT Councillor Mrs Green Councillor Mr Hooper	
<b>3</b>	<b>SV S / 2003 / 2172</b> Mrs J Howles	THE TRUSTEES OF THE FONTHILL SETTLED ESTATE THE TITHE BARN AND EVIRONS PLACE FARM TISBURY	A106	TISB	18-21	TISBURY & FOVANT Councillor Mrs Green Councillor Mr Hooper	

AGENDA ITEM: TREE PRESERVATION ORDER 308 – BARFORD HOUSE, MOUNT LANE, BARFORD ST MARTIN

# Schedule Of Planning Applications For Consideration

*In The following Order:*

Part 1) Applications Recommended For Refusal

*Part 2) Applications Recommended for Approval*

*Part 3) Applications For The Observations of the Area Committee*

With respect to the undermentioned planning applications responses from bodies consulted thereon and representations received from the public thereon constitute background papers with the Local Government (Access to Information) Act 1985.

## *ABBREVIATIONS USED THROUGHOUT THE TEXT*

<b>AHEV</b>	-	<b>Area of High Ecological Value</b>
<b>AONB</b>	-	<b>Area of Outstanding Natural Beauty</b>
<b>CA</b>	-	<b>Conservation Area</b>
<b>CLA</b>	-	<b>County Land Agent</b>
<b>EHO</b>	-	<b>Environmental Health Officer</b>
<b>HDS</b>	-	<b>Head of Development Services</b>
<b>HPB</b>	-	<b>Housing Policy Boundary</b>
<b>HRA</b>	-	<b>Housing Restraint Area</b>
<b>LPA</b>	-	<b>Local Planning Authority</b>
<b>LB</b>	-	<b>Listed Building</b>
<b>NFHA</b>	-	<b>New Forest Heritage Area</b>
<b>NPLP</b>	-	<b>Northern Parishes Local Plan</b>
<b>PC</b>	-	<b>Parish Council</b>
<b>PPG</b>	-	<b>Planning Policy Guidance</b>
<b>SDLP</b>	-	<b>Salisbury District Local Plan</b>
<b>SEPLP</b>	-	<b>South Eastern Parishes Local Plan</b>
<b>SLA</b>	-	<b>Special Landscape Area</b>
<b>SRA</b>	-	<b>Special Restraint Area</b>
<b>SWSP</b>	-	<b>South Wiltshire Structure Plan</b>
<b>TPO</b>	-	<b>Tree Preservation Order</b>

# Part 1

## Applications recommended for Refusal

Item No. Case Officer Contact No.

App.Number Date Received Expiry Date Applicant's Name  
Ward/Parish Cons.Area Listed Agents Name

Proposal  
Location

**1 Case Officer Mrs J Howles Contact No 01722 434379 1**

S/2003/2547	02/12/2003	27/01/2004 10:56:25	ST MODWEN DEVELOPMENTS LIMITED
TISB			HUMBERTS PLANNING
Easting: 394602.245969772	Northing: 129031.368831277		

PROPOSAL:	O/L APPLICATION -MIXED USE OF RESIDENTIAL AND EMPLOYMENT AND ALTERATION TO ACCESS AND FOOTBRIDGE OVER RAILWAY
LOCATION:	STATION WORKS TISBURY SALISBURY SP3 6QZ

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

Councillor Hooper has requested that this item be determined by Committee due to:  
the prominent nature of the site  
the interest shown in the application  
the controversial nature of the application

### SITE AND ITS SURROUNDINGS

An industrial site adjacent to the railway line at Tisbury Station on the 'far' side of the line from the settlement, adjoining open countryside. The site is cut into the hillside and comprises large span industrial buildings; a two storey prefabricated office block and areas of external storage adjacent to the railway line. The current main building was granted permission in 1967 and has been expanded since. Parmiters are an agricultural engineering concern (which falls within use class B2) who were long established and expanded onto former railway land. The 'railway' boundary of this site is the former platform edge which can be clearly seen from the station side. The remaining boundaries are open countryside, mostly at an elevated level. The site lies within the AONB. It is visible from a distance from Union Road/Monmouth Hill and The Avenue from which it reads with the station and its adjoining industrial units. It is substantially concealed from the roads in the vicinity of the site but very visible from the station platform.

Towards the northwest corner of the site is a pedestrian level crossing with user-controlled gates and a warning bell where FP 16 crosses the railway and goes through the edge of the site. At the southwestern end of the site, there is industrial land in separate ownership, which takes access via this site to the south west of the site on the far side of the railway line are general industrial uses (B2) Permitters now occupy only part of the site, permission for subdivision for other industrial uses having been given under 02/0005. The remaining buildings are currently vacant.

## THE PROPOSAL

In outline, to redevelop the site for a mixture of residential and business development. The illustrative plans show residential areas to the northeast with the Business Enterprise Centre to the south west . The elevated grassed areas around the existing development within the red line are not included.

## PLANNING HISTORY

The main buildings on the site were erected under M & T 2838. There are no conditions. There are numerous subsequent applications approved for extensions to the premises. An improved access was granted in 1974. Permission to subdivide the current premises for B1,B2 & B8 uses was granted under 02/005. Expansion onto the former platform ( and diversion of FP16) appears to have occurred in , or shortly after 1970. 02/1367 for a mixed business/residential use was refused by WAC 28/11/02 for the following reasons:

- (1) This proposal is contrary to policies E2 & E12 of the adopted Salisbury District Local Plan and policy E16 of the deposited replacement 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. 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 H23 of the Salisbury District Local Plan in that it is located outside any housing policy boundary and the requirement for the dwellings has neither been justified in connection with the needs of agriculture or forestry nor are they 'affordable' housing for those unable to compete in the local housing market, nor are they replacement dwellings and notwithstanding that this is a brownfield site, not in accordance with other policies of the adopted local plan.*
- (3) The proposal is considered to be contrary to policy Tran 4 of RPG 10 in that it makes no provision for the safeguarding of land for improvements to the Waterloo - Exeter railway line, and to Tisbury Station in particular.*
- (4) The proposal is considered to be contrary to policy DP1 of the approved Wiltshire Structure Plan and the aims of PPG13 in that there are inadequate pedestrian links into the main settlement of Tisbury and it would lead to an increase in use of a pedestrian level crossing across the railway, which would increase the risk both to pedestrians and the operation of the railway.*
- (5) The proposal is considered to be contrary to policy G1 of the adopted SDLP, 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 policy C2 and C6 of the adopted Salisbury District Local Plan in that the proposed 'gateway' residential development will be detrimental to the visual qualities of the designated AONB in that it will form an intrusion within an area where the railway bridge forms a clear visual break between the character of the settlement of Tisbury and the open countryside*

(8) *The proposal is considered to be contrary to policy R2 of the adopted Salisbury District Local Plan in that it makes no provision for recreational open space.*

## CONSULTATIONS

WCC Highways - Recommends refusal on highways grounds – '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'

WCC Education- None received-

Economic Development - Vail Williams report states that single occupation of this site is unlikely. Employment should be sited so as to avoid disturbance to residential use. The existing employment scheme on the other side of the railway was originally developed as small units but one user does occupy all now. VW report states there will always be a demand for this type of small business unit. Demand is there at the right price. This would suggest that the employment element of this site could be as viable as the developers are prepared to make it. VW do conclude that it may well be difficult to bring forward speculatively built space in rural towns. This makes the retention of existing space important. Dated factories in rural areas are unlikely to be in demand. Any redevelopment for residential use should cross subsidise new business units more suited to local markets.

Housing & Health Officer - Repeats observations on previous application - - Site was once railway marshalling yard and gas works. A full contaminated land survey is therefore required. Also has concerns about use of site for residential purposes relating to noise & disturbance from railway line, station parking and the existing industrial uses that adjoin the site. In addition in a 1 in 100 year flood event the River Nadder could flood the road between the river bridge and railway bridge by 500 – 730 mm in depth. with a similar or greater depth under the railway bridge. In such an event vehicular access to the town would be denied to the residents of the proposed dwellings.

Wessex Water Authority- Foul sewer & water available but no surface water sewers. Developer needs to investigate satisfactory methods of surface water disposal.

Environment Agency - Site is elevated above river but extreme events may cause flooding of road into Tisbury centre. Requires surface water drainage condition to ensure that run off from this site does not cause flooding elsewhere. Also ensure foul drainage is adequate, land contamination conditions and pollution prevention.

SELCA - No objections provided the provision of a second railway track and the reinstatement of the down platform is not prejudiced.

Network Rail - supports application as would enable down platform to be reinstated and public footpath to be diverted over footbridge. at applicants expense . Will adopt footbridge.

Concerned about 'leaves on the line' and encloses schedule of recommend tree species.

SWRDA - Awaited

## REPRESENTATIONS

Advertisement	Yes – Expiry date 1/01/04
Site Notice displayed	Yes – Expiry date 1/01/04
Departure	No – in view of recommendation. – to H22 if approved
Neighbour notification	Yes Expiry date 25/12/03
Third Party response	Yes

21 copies of a circular letter of objection on the following grounds:

Great shortage of small workshop space – site would be best developed as a light business park and site could accommodate greater number of affordable homes. Tisbury has too many houses that only the commuter and retired can afford.

1 letter of observation that footbridge including disabled access should be condition of approval, bridge should span both lines plus down platform width, need to reinstate second rail line, facilitate down platform reinstatement.

3 letters of support on grounds of brownfield site, mixed use promoted by PPG1, site is close to village centre, preferable to allocated site in Hindon Lane, room to provide footpath on road from station to railway bridge., very accessible site next to station, will enhance appearance of AONB, would be preferable to place pedestrian footbridge rather than restrict carriageway over river bridge, suggests recon. Stone, rustic brick and render with tiles and slates as suitable materials. (No tin sheeting) development would satisfy allocation of housing for Tisbury, all mains services available on site.

5 letters of objection on the grounds of: No demand for buildings currently onsite but is demand for smaller industrial units which this site is well suited for, permission for housing will increase value of land dramatically, workshop units in market housing development unsuitable, site is not allocated for housing , site should be retained for commercial use- it is not surplus to business requirements as a site – it is just the buildings that are , too few affordable housing units proposed, development should be for affordable houses and business use only – no market housing, an industrial site set apart from the village as this is a valuable asset, government has no requirement for every Brownfield site to be developed for expensive housing , why have Parmiters not moved if they need to? Single lane working across bridge will cause chaos, direct access to the station should be provided, queries capacity of village infrastructure, road floods badly at Three Arch bridge and Pool Bridge, footbridge over railway will be blot on the landscape, loss of car parking at station, will be separated from rest of settlement by railway not a suitable site for housing and does not comply with PPG 3 in terms of 'creating places and spaces with the needs of people in mind', footbridge will be deterrent for elderly and young families, site has been insufficiently marketed, will reduce employment land supply in Tisbury which would need to be replaced elsewhere, need to provide additional station car parking, would undermine strategy of Local plan.

Parish Council response                      yes – support subject to conditions

- Should be 66 houses not 80
- Large executive dwellings would not be acceptable
- Low cost market houses should be covenanted for the future
- Affordable housing should be contracted to remain affordable in perpetuity
- Parking for the railway station lost by ramped bridge provision must be replaced
- Proposed ramp must be accessible for all including disabled users
- Installation of separate footbridge across the river rather than narrowing carriageway on road bridge;

## **MAIN ISSUES**

Planning Policy – Salisbury District Local Plan

Planning Policy – Structure plan issues

How this application differs from the previous refusal & whether the reasons for refusal have been overcome

Government Guidance

Strategic rail issues

Land contamination

Drainage and flooding

Highways and access

## **POLICY CONTEXT**

G1,G2,G4,D1,E16 ,H22 , H25, CN11, C5,TR12,R2,R4,SDLP

Dp1 T2 Wilts Structure Plan

Tran 4 - RPG10

PPG3

Regional planning guidance Para 8:10

## **PLANNING CONSIDERATIONS**

### **Planning Policy**

The key policy in the consideration of this application is E16, which states:

*E16 - On land allocated or currently used for employment purposes, the construction, change of use or redevelopment of premises for other purposes will only be permitted where the proposed development is an acceptable alternative use that provides a similar number and range of job opportunities. The only exceptions to this are where the land or premises are no longer viable for an employment generating use and/or where redevelopment of a site for a non-employment use would bring improvements to the local environment or conservation benefits that would outweigh the loss of local jobs*

There are no demonstrable environmental nor conservation benefits that would outweigh the loss of local jobs on this site. The site is outside the conservation area – though visible in part from it but redevelopment would not, in its historic context of large-scale buildings in the foot of a valley, provide any positive conservation benefit.

To demonstrate that an employment generating use is no longer viable it is incumbent upon the applicant to market the site.

Evidence of marketing is a material consideration in the determination of the application. This evidence shows that it has not been marketed for freehold sale, merely for short term leasing. Nevertheless the site is two thirds occupied.

The applicant's agents advise that the buildings are outdated and unsuited for modern business and acquisition, demolition and redevelopment would not be viable for purely employment uses. Nevertheless an offer has been made to acquire the site, albeit by the potential developers of the Hindon Lane site.

The main buildings on the site are not dissimilar in type to large agricultural buildings that have received consent for B1/B2/B8 uses. This is a more sustainable site than an isolated farm, and the attraction of such buildings is often economic. There are currently occupiers of the site, despite the type of buildings upon it, which would seem to bear this out.

The applicants agents advise that Parmiters currently employ 32 people. 11 office staff, 2 in sales and 19 industrial. They envisage a broad range of job opportunities in the business enterprise centre within B1 use class. They advise that Parmiters are looking to relocate within 10 miles of Tisbury and to be nearer the A303.

The site currently has the benefit of B1, B2 & B8 uses. The proposed Business Park will also be for those uses but is only one third (approx) of the area and would be unsuited for general industrial uses at its northeastern end owing to the proximity to residential development. It would therefore cause a loss in the range of jobs available by the loss of general industrial employment. As stated above, there are no demonstrable conservation nor environmental benefits put forward, other than a reduction in HGV traffic, which does not in itself, affect Tisbury as such vehicles cannot get under the bridge, but could possibly benefit Ansty.

The proposal includes some business use, but the part adjoining the proposed residential development would need to be within class B1. There are likely to be other B1 facilities available in the locality, for example the proposed change of use at Place Farm, but there are no other level sites of this size within Tisbury to accommodate B2 uses. The location of the Hindon Lane allocation on top of a hill in proximity to residential property makes it much less suited to large buildings or general industry.

**Policy H22 states:**

*In the main settlements of the District, residential development will be permitted on previously developed urban land outside a Housing Policy Boundary provided that the site is:*

- (i) not identified for an alternative form of development in this Local Plan;*
- (ii) well related to the existing pattern of development; and*
- (iii) accessible by public transport.*

*Proposals which would involve land currently in employment use will only be permitted if the business is relocated to an alternative site in the settlement which does not increase reliance on the private car, or the land and building(s) are unsuitable and not viable for alternative employment uses.*

It is not currently known to where Parmiters will relocate, but an alternative site as well served as this by public transport as this one does not exist in the locality. The applicant's agents advise

that Parmiters are looking 'within 10 mile radius in Salisbury District'. Tisbury has a good rail service but the only other station in the district is Salisbury itself. It is therefore likely that any relocation would increase car usage. The buildings are large industrial 'sheds' and an office block and are therefore likely to be suitable for alternative employment uses.

As some two thirds of the buildings are occupied they are still suited for employment purposes and it is still considered that the non viability of the buildings has not been clearly demonstrated. It is therefore considered that the criteria of policy H22 have not been met. The proportion of affordable housing new proposed is 25%. This meets the requirement of policy H25.

The residential use would generate an open space requirement under policy R2. It would also generate contributions for community facilities under policy R4- the swimming pool being a relevant project (and a requirement for the Hindon Lane site).

### **Approved Wiltshire Structure plan**

Policy DP1 is concerned with sustainable patterns of development. It advises that:

PARTICULAR PRIORITY SHOULD BE GIVEN TO:

1. MEETING LOCAL NEEDS FOR JOBS SERVICES AND AFFORDABLE AND SPECIAL NEEDS HOUSING IN ALL SETTLEMENTS

This proposals reduces the range of local job opportunities and would displace a long established local employer.

3, ACHIEVING A PATTERN OF LAND USES AND ASSOCIATED TRANSPORT LINKS WHICH MINIMISE THE NEED TO TRAVEL AND SUPPORT THE INCREASED USE OF PUBLIC TRANSPORT, CYCLING AND WALKING.

The relocation of local employer is likely to increase travel for its employees. Notwithstanding the proposed business development on the site and the proximity of the station, the proposal is likely to encourage out – commuting from Tisbury even if much of it is by train. The pedestrian links to the High Street from this site are poor, involving an unmanned level crossing or a walk along a road with no continuous footway. No cycle links have been put forward. The applicants are proposing a bridge across the line to substitute for the pedestrian level crossing, however, there is insufficient room to make this fully DDA compliant.

Policy T2 Advises

AN APPROPRIATE LEVEL OF PUBLIC TRANSPORT PROVISION SHOULD BE SECURED TO SERVE IDENTIFIED NEEDS ARISING FROM EXISTING AND PROPOSED DEVELOPMENTS

This has relevance to the strategic rail issues detailed below and could, should the application be approved, justify the requirement for the donation of the land required for the second platform at the station and require the provision, by the developer of a footbridge to replace the level crossing and contributions to an improvement to the rail service.

### **How this application differs from the previous refusal & whether the reasons for refusal have been overcome**

There has been a material change in planning circumstances since the last refusal in that there is a new adopted local plan. Reason 1 has not been overcome for the reasons given above. Reason 2 is no longer relevant, however, it is considered that the proposal does not accord with policy H22.

The previous application had the business area sandwiched between two residential areas. This application has the business element at the southwestern end and the residential element at the northeastern end. It is now proposed for B1, B2 & B8 uses but is only just over one third of the developable site area.

There is no development proposed at the access, which will remain as a landscaped area. This overcomes reason for refusal 7.

It also reduces the potential for conflict with the B2 uses on the other side of the railway.



It also includes a new footbridge. This overcomes concern about the increased use of the level crossing in that it is intended that the footbridge will replace it, but there is still concern that if this footbridge is not fully DDA compliant that there will be no adequate access into the village from the residential units, particularly on the occasions when the road under the three arch bridge is flooded.

The proposal also includes off site highway works to the river bridge. These are in general considered satisfactory and could form the basis of a legal agreement with WCC . It is therefore considered that reason 4 has been overcome in part.

As indicated on the previous refusal, reasons 6, & 8 could be overcome by condition.

### **Government Guidance**

PPG3 encourages the best use of land and encourages housing on 'previously developed land'. Part of this land is still occupied and the vacant buildings have planning permission for subdivision for industrial use. Para 31 lists the criteria for allocating housing sites. One is accessibility by means other than the car. The great advantage of this site is its proximity to the station which has a regular passenger service every day and into the evenings. However, pedestrian links into Tisbury are poor. Another aspect is the possibility that this site may be contaminated and the need for a surface water scheme that does not exacerbate flooding elsewhere

PPS7 ( consultation paper) Deals with 'Sustainable Development in Rural Areas'. Para 6 states the ' Planning Authorities should support a wide range of economic activity in rural areas' and that it should ' make provision for new buildings as well as the re use of existing buildings for industrial and business development. ' .

The potential loss of employment opportunities in the industrial sector that this proposal represents would appear to run contrary to those aims.

### **Strategic Rail Issues**

Policy Tran 4 of RPG10 sets out Transport Infrastructure investment priorities. Amongst these are the improvements to the Waterloo – Exeter line to provide enhanced frequencies and adequate capacity. To achieve this the line will be dualled (the SWARRMS report refers) and this requires the reinstatement of the down platform at Tisbury.

This is a matter which, should the application be approved, could be achieved via a S106 agreement requiring the conveyance (at possibly nil cost) of a designated strip of land to Network Rail to provide a down platform plus a financial contribution towards the enhanced for which the housing development would create a demand. It would also be reasonable to replace the level crossing of the footpath and the railway – not only in the grounds of pedestrian safety but also to reduce the number of such crossings in the interests of rail safety and enhancement of the service.

The proposal incorporates a footbridge across the line to replace the crossing which must be seen as a positive benefit. This will lose 14 car parking spaces in the well used station car park. It would be reasonable to require their replacement within the application site. However, the footbridge is a stepped ramp and therefore unsuited to use by wheelchairs. There is insufficient space to accommodate a full ramp in the location proposed. An alternative, but far more costly solution would be an underpass. As this matter remains unresolved, therefore, should the application be refused, it must be included as a reason for refusal.

### **Visual Impact**

The conservation officer has concerns about the visual impact of footbridge upon both the Victorian station (not listed) and the Conservation Area from which it will be visible.

### **Land Contamination**

This is a matter that can be addressed by condition. It is likely that this site is contaminated by reason of its former uses and may therefore require some remediation. This could render it less suitable for residential development, depending on the findings of any contamination study.

## **Drainage and Flooding**

Flooding occurs under Three Arch Bridge in extreme events rendering the road impassable and cutting the site off by road from Tisbury. Surface water drainage would need to be conditioned to ensure this was not worsened by the development and to ensure that any run off did not adversely affect the River Nadder which is an SSSI.

## **Access & Highways**

The road network around Tisbury is restricted to unclassified and 'C' class roads, all of which have a restricted width at some point. Rail connections to Salisbury/Gillingham are good and the station is well used. Bus services are poor. Tisbury has a broad range of facilities, shops, sports centre, schools ( though not secondary education) . The site is within walking distance of most of these facilities but there is no continuous footpath to the High Street. Pedestrian access exists across the railway but unless a footbridge is provided this is hazardous. The footbridge proposed will not cater for all and owing to the narrowness of the footway under the railway bridge makes it unsuited for wheelchairs and pushchairs. Furthermore this site can be cut off from the village for vehicular traffic in times of flood. WCC have verbally advised they will object to the proposals on this basis.

The proposals incorporate offsite works to improve pedestrian facilities across Pool Bridge and one way working of cars. WCC consider this acceptable in principle.

Residential use of this site will increase pedestrian demand for access to the village via the footpath. If the footbridge over which it is diverted does not cater for those with disabilities then this runs contrary to the council's core values. This is further borne out by the need for fully accessible crossings of railway lines being a condition on an appeal at Southampton Parkway station.

With a decline in local employment, there is a likelihood of the residential occupiers of this site working elsewhere. Not all will commute by train. Also there is a high likelihood of day-to-day car trips as Tisbury has no supermarket and a limited range of schools.

## **CONCLUSION**

This is a key site for Tisbury. The proposal brings with it a number of benefits - land reserved for a new down platform, a proportion of affordable housing, the replacement of a pedestrian level crossing with a footbridge. However, the first would be a requirement for any redevelopment of this site, and the footbridge as currently proposed is not accessible to all. Although the business enterprise centre could provide small units of the type required this does not outweigh the loss of potential employment land and the displacement of the existing occupiers.

The proposal does not therefore accord with the principle of sustainable communities and as a result conflicts with policy G1.

The applicant has not adequately demonstrated the non-viability of the site for employment purposes as required policy E16.

The details of the crossing of the river and railway are still unclear and although a satisfactory solution can be found for the former, it has not for the latter. The footbridge raises visual impact issues in itself.

## **RECOMMENDATION: REFUSE** for the following reasons:

(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 SDLP, 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 policy R2 & R4 of the adopted Salisbury District Local Plan in that it makes no provision for recreational open space or community facilities .

**INFORMATIVE: -**

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.

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**NOTES:**



## THE PROPOSAL

To convert the buildings to employment uses with one integral residential unit and improvements to the surfacing and configuration of courtyards. A car parking area is proposed behind the existing Dutch Barn to the rear .

There are no specific proposals in relation to the Tithe Barn as part of this proposal though its roof is due to be repaired ( possibly with aid from English Heritage.)

The proposal involves a new vehicular access to the east of the Tithe Barn, the closing of the two existing vehicular access, though retaining their use for pedestrians .

It also entails the provision of a footpath alongside the road (but with an independent bridge – which is not to be adopted) alongside Court St Bridge. This will involve the lowering of the existing stone wall alongside the road in order to improve pedestrian/vehicle intervisibility.

## PLANNING HISTORY

01/225 Conversion of redundant farm buildings to offices and demolition of existing modern barn and construction of 4 dwellings on Duck St – withdrawn.

That application was for a substantially similar conversion of the buildings but included enabling development on Duck St to pay for repairs/restoration of the Tithe Barn.

## CONSULTATIONS

WCC Highways - No objection in principle. Alteration to footbridge and footpath reflects earlier discussions. Revised drawing no. 20032 is generally acceptable in highway terms but any permission should be suitably conditioned to require the submission and approval of full details in respect of culvert/bridge crossings, levels construction etc; Proposed footway and associated highway works should be completed in their entirety prior to first occupation of the. All rights in respect of FP17 should be safeguarded.

As part of the proposed development there is a requirement to extend the 30 mph limit northwards along Chilmark Road to a point beyond the main site access. The cost is estimated at £5000 to be secured via a legal agreement with WCC as a condition of any permission. Also a need for a travel plan.

Understands guttering is to be attached to unit 5. This will overhang the highway and will need formal consent of the highway authority.

.WCC Library/ Museum - Seek advice from English Heritage.

English Nature - buildings 2 & 3 are occupied by bat roosts. English Nature supports the recommendations in the ecologists report and conditions are necessary to cover all the recommendations. The same considerations apply to the Barn Owls.

Wilts Biological Records Centre - Protected species material consideration under PPG9.

English Heritage - Substitute for previous scheme. EHeritage's interest is mainly in the Tithe Barn and the historic entity of barn, gatehouse and medieval farmhouse. Sadly, that entity is no longer in the same occupation and use as a farmstead. Express concern about potential fragmentation of ownership. :Proposal does nothing to allay those fears & raises significant issues about future long term maintenance.

Generally application offers improvements in setting of tithe barn and removal . Concern over Gothick windows where they don't exist. Concern over residential conversion of northernmost barn owing to additional windows.

Further clarification should be provided by applicant in respect of long term future of scheduled ancient monument before determination of applications

Whilst amended drawings address design concerns, does not address question of control of ownership and fragmentation of the historic entity at Place Farm is of overriding concern. We understand the council considers there are ways this can be achieved. Heritage asset must be protected as complete entity

Housing & Health Officer - No observations

Economic Development & Tourism -Decline in agriculture means there is need for farms to diversify as this application. There is a demand for rural office premises, especially for smaller units. Important to encourage and protect premises for employment in rural areas – rather than for residential.

Wessex Water Authority- Water main and sewer available.

Environment Agency - No comment.

Legal & Property -Land for footpath administered by Parks. No objection .

## REPRESENTATIONS

Advertisement	Yes Expired 27/11/03
Site Notice displayed	Yes Expired 27/11/03
Departure	No
Neighbour notification	Yes Expired 20/11/2003
Third Party responses	Yes 1 letter stating that the house at Place Farm is let out at a high enough rent to restore both house and tithe barn without call to commercialise such an important property.
Parish Council response	Support

## MAIN ISSUES

Planning Policy  
Impact on LB & Ancient Monument  
Highways  
R2  
Protected Species

## POLICY CONTEXT

E17, CN6, CN3 , CN4,CN5, CN8, CN12 adopted Salisbury District Local Plan  
PPG15, PPS7, PPG13

## PLANNING CONSIDERATIONS

### Planning Policy

The conversion of the buildings falls to be considered under policy E17 .This states:

*E17 - In addition to the provisions of the above polices, and except within the New Forest Heritage Area and the villages listed in policy E18, new business development (Classes B1 and B8 of the schedule to the Town and Country Planning (Use Classes) Order 1987 as amended) involving the construction of new buildings or the conversion of existing buildings will be permitted within or on the edge of settlements, subject to the following criteria:*

- (i) services, access and the local highway network are satisfactory;*
- (ii) the scale of the proposal is appropriate for the size of the settlement;*
- (iii) the scale and design of the buildings are compatible with the character of the area;*
- (iv) the development is easily accessible to the local workforce by a range of transport modes;*
- (v) the proposal will not detract from the amenities and character of the settlement;*
- (vi) the environment of any nearby dwellings will not be adversely affected; and*
- (vii) there will be no significant adverse impact on the surrounding landscape or nature conservation value of the area.*

It is considered that the proposal will meet all the criteria once the footpath link & a green travel plan have been provided (which can be achieved by condition) and amended plans to show cycle parking and showers have been submitted. The station is within walking distance, as is much of Tisbury.

Policy CN6 gives preference to uses that keep the interior of listed barns open, which this does. The northernmost barn is two storey and already contains an upperfloor and some compartmentalisation. The two-storey unit will contain a residential unit at one end. There is a large window in the gable end which overlooks Place Farm house which will be obscured glazed up to 1.6m from floor level for privacy but remain clear glazed above in the interests of the integrity of the buildings. Roof lights to serve the upper floor will be within the valley and not visible from the courtyard.

There will be alterations to the roof trusses in this building. Although there is currently an upper floor throughout, this has low headroom where the trusses cross it. It is therefore proposed to alter these with a raised collar supported on sling braces in order to provide adequate headroom throughout

The effect on the buildings will be positive in that this is a sympathetic conversion of the existing buildings. Being for a commercial use, the internal spaces are principally retained and the existing openings utilised with only minor alterations.

### **Impact on LB & Ancient Monument**

No works are envisaged to the Tithe Barn but the courtyards are to be resurfaced which will affect its setting. Much of the concrete will be removed and some grass areas provided close to the barn. The cobbles in front of the grade II barns are to be retained and restored and the centre of the south courtyard grassed. The paddock to the north courtyard will be retained. More modern structures will be removed except for the Dutch barn at the rear of the complex (and substantially hidden from public view by it) will be retained.

The current roadway to the east of the tithe barn will be closed and removed and vehicular access will be provided from further east thus enhancing the setting of the Tithe Barn. This is, however, the definitive route of a public right of way (although not the route actually used) and so will have to be available for the public to use, even with the hard surface removed.

The thresholds to the barn will be paved.

The access drive will be gravel (except for tarmac at the entrance where it joins the public road). It is considered that this will all form a considerable enhancement to the setting of the whole complex subject to the conditioning of material samples.

There are no proposals for the tithe barn itself but the repair of its roof has been a matter of ongoing discussion for some time. In order that this is achieved a Grampian condition could be imposed tying the works to these barns to the tithe barn. Such a condition would be most appropriate in relation to occupation and should therefore be on the planning permission. The siting of the car parking to the rear of the buildings will enhance the setting of the courtyards.

### **Effect on CA.**

The site lies within the CA. the relocation of the drive will enhance the view of the Tithe Barn from the Chilmark direction and therefore enhance the entrance to the CA.

The restoration of the buildings will also have a positive effect on the CA.

The footpath along the roadside will need careful detailing so as not to upset the setting of this complex and to enhance to the CA and materials will need to be conditioned as will detailing of the footway where it crosses the river and how the wall alongside the roadside is to be reduced in height as this will have some effect on the CA. It is considered that the pedestrian safety it will afford outweighs any effect of the reduction in height of the wall.

### **Highways**

As mentioned above, there is a need to provide a safe pedestrian link across the Fonthill Brook into Tisbury as the road at Court Street Bridge is not wide enough for 2 cars plus pedestrians to pass. The applicants are to provide a separate footway which will be privately maintained where not on highway land. The physical treatment of this is very important in CA terms and needs to be conditioned. In highway safety terms this link should be provided before the buildings are occupied. This would then provide not only a safe route into the rest of Tisbury but also link to access to the station via the Avenue. Amended plans are expected including cycle parking to SDLP standards and also provision of showers.

The site lies just outside the 30 mph limit. Whilst it is desirable to extend this limit to embrace this site given the provision of the footpath, it would need to be the subject of a legal agreement with WCC with the applicant contributing towards the cost. This is suggested to be achieved via Grampian condition rather than make it a prerequisite of permission. It is considered preferable to have an additional street light rather than repeater signs to achieve this.

Car parking will be sited to the rear of the buildings although the layout of the courtyard will facilitate deliveries closer to the buildings if necessary.

The existing access adjacent to the buildings has very poor visibility. This will be closed to vehicular traffic as will the access adjacent the Tithe Barn. The latter will enable the setting of the barn to be enhanced. A new vehicular access will be provided to the east, taking traffic away from the buildings. The route of the public footpath will remain accessible.

## **R2**

There is one residential unit in the complex and so a S106 Agreement for recreational open space will be required.

### **Protected Species**

A bat and barn owl survey has been carried out. Two buildings are used by lesser horseshoe bats and a DEFRA licence will be necessary. English Nature supports the recommendations of section 7 of the report.

## **CONCLUSION**

The proposal is a sympathetic conversion of existing grade II listed farm buildings, which will enhance the setting of the Grade I Tithe Barn and the CA and provide additional employment facilities in Tisbury where employment sites have been lost over the years for environmental reasons. However, of concern is the need to retain the whole complex in one ownership for which a section 106 Agreement will be required.

It will also be necessary to undertake the proposed highway and pedestrian safety measures & access alterations before the buildings are occupied.

**RECOMMENDATION: Subject to the receipt of amended plans and following completion of a section 106 agreement for:**

- **The provision of recreational open space under policy R2**
- **The retention within one ownership of the tithe barn , the buildings to be converted, the gatehouse and Place Farmhouse**

**APPROVE:** for the following reasons

The proposed redevelopment is a sensitive conversion for commercial use of agricultural farmbuildings that has the potential to enhance the setting of a grade 1 listed building and scheduled ancient monument ( the Tithe Barn) . It is therefore considered to comply with policies E17 and CN 6 of the adopted Salisbury District Local Plan

And subject to the following conditions

(1) The development hereby permitted shall be begun before the expiration of five years from the date of this permission. (A07A)

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990. (0004)

(2) This development shall be in accordance with the following drawing[s], 20032-15T deposited with the Local Planning Authority on 14/10/03, as amended by the drawing[s]20032- 20D, 22C, received on N 28/05/04, 20032/SK016J received on 14/06/04,20032/51 in respect of the footpath received 23/07/04 and 20032- 23B, 21B ( awaited) unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the avoidance of doubt.

(3) Before development is commenced, a schedule of materials and finishes, and, where so required by the Local Planning Authority, samples of such materials and finishes, to be used for the external wall[s] and roof[s] of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (D04A)

Reason: To secure a harmonious form of development.

(4) No development shall take place until details of the treatment to all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the details as so approved unless otherwise agreed in writing by the Local Planning Authority and be implemented before the use of the buildings hereby permitted commences. .

Reason: In the interests of the amenity and the environment of the development.



(5) No development shall take place until detailed plans to show the footpath in full details in respect of culverts, bridge crossings, surfacing, lighting, crossings, levels, construction & drainage have been submitted to and approved in writing by the Local Planning Authority. Development shall then be carried out in accordance with the details approved prior to the occupation of the buildings.

Reason: In the interests of highway safety. & in the interests of visual amenity.

(6) The use of the buildings hereby permitted shall not commence until the roof of the Tithe Barn has been repaired.

Reason: In the interests of the historic environment and integrity of the listed buildings complex . This permission can only be justified if the historic fabric of the whole complex is safeguarded.

(7) The occupation of the residential unit shall be restricted to a person/persons employed at the site and their resident dependants.

Reason; in the interests of the amenity of the occupiers of the dwelling and in the interests of sustainability.

(8) The use of the buildings hereby permitted shall not commence until the 30 mph limit has been extended along Chilmark Road to the site access.

Reason: In the interests of highway safety.

(9) No unit shall be occupied until a travel plan, which has as its aims the reduction in usage of the private car and the promotion of alternative means of transport such as cycling walking and public transport has been submitted to and approved in writing by the Local planning authority.

Reason: In the interests of sustainable transport

(10) No unit shall be occupied until the cycle parking and showers have been provided as shown on drawing ( awaited) .

Reason: In the interests of sustainable transport

(11) The use of the buildings, hereby permitted, shall not commence until the new access has been formed, constructed, surfaced and drained and the existing accesses closed to vehicular traffic as shown on the approved plans.

Reason: In the interests of highway safety.

(12) Development shall be carried out in accordance with the recommendations of section 7 of the Protected Species Survey Report by Chalkhill Consultants.

Reason: In the interests of the habitats of protected species.

(13) The south western gable end window in the upper floor of the residential unit shall be obscured glazed and fixed shut to a height of 1.6m above internal floor level and shall remain in that condition thereafter.

Reason: To ensure adequate privacy for the occupants of neighbouring premises.

(14) Notwithstanding the provisions of Class B of Schedule 2 (Part 2) to the Town and Country Planning (General Permitted Development) Order 1995, (or any Order revoking and re-enacting that Order with or without modification), there shall be no change of use of any unit from Class B1(a) unless otherwise agreed in writing by the Local Planning Authority upon submission of a planning application in that behalf.

Reason: In the interests of the amenity of adjoining dwellings

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

- E17, Purpose To ensure a satisfactory conversion of buildings to employment purposes.
- CN3 Purpose -Work to be in a character appropriate to the setting of a listed building
- CN4,- Purpose - appropriate change of use of listed buildings
- CN5- Purpose - curtilage works to respect setting of Listed Building
- CN6 - Purpose – To ensure a satisfactory conversion of listed agricultural buildings.
- CN8- Purpose - Preservation and Enhancement of Conservation Area.
- CN11 - Purpose -safeguarding views in and out of Conservation Area

INFORMATIVE: -

The guttering on the southern side of unit 5 will overhang the highway. Consent must be obtained from WCC Divisional Highway Manager on 01722 744440

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**NOTES:**

S/2003/2172	28/10/2003	23/12/2003 17:20:50	THE TRUSTEES OF THE FONTHILL SETTLED ESTATE
TISB	TIS	I	BARRY TAYLOR ASSOCIATES
Easting: 395146.472163916	Northing: 129845.484148502		

PROPOSAL:	LISTED BLDG (WKS) -CONVERSION OF REDUNDANT FARM BUILDINGS TO OFFICES AND SINGLE DWELLING AND ASSOCIATED EXTERNAL WORKS AT PLACE FARM TISBURY
LOCATION:	THE TITHE BARN AND EVIRONS PLACE FARM TISBURY SALISBURY SP3 6LJ

### REASON FOR REPORT TO MEMBERS

Contrary to PC's recommendation

Councillor Hooper has requested that this item be determined by Committee due to:  
the prominent nature of the site  
the interest shown in the application  
the controversial nature of the application

### SITE AND ITS SURROUNDINGS

A set of grade II listed farm buildings set around 2 courtyards, adjacent to the Grade I listed Tithe Barn.

The buildings are of stone with clay-tiled roofs of a mixture of tile designs.

The buildings are currently unused.

To the rear (north & east) of the site are farmland and former cow kennels & pens.

There is currently open land to the east of the Tithe Barn. To the west of the proposal lies the listed Place Farm House & Gatehouse. The whole form one complex with the tithe barn.

The Tithe Barn is also a scheduled ancient monument.

There is currently no footway between this site and Tisbury village and the site lies just beyond the 30mph limit.

The pedestrian route is over the Court Street Bridge, which is likely to be improved in future by WCC. Its current configuration causes a potential pedestrian/vehicle conflict. Its parapets are of stone and there are stone walls either side.

There is no street lighting between the bridge and the site.

### THE PROPOSAL

To convert the buildings to employment uses with one integral residential unit (in unit 1) and improvements to the surfacing and configuration of courtyards. A car parking area is proposed behind the existing Dutch Barn to the rear.

The existing openings of the buildings will be used with minor modification. The posts will be retained on the currently open fronted barns and a glazed screen inserted behind.

The roofs will be refurbished using the existing tiles where possible with any omissions being made good with Rosemary plain tiles.

Only in the two-storey building (unit 1) will any alteration be necessary to the roof trusses and here it is proposed to alter them using raised collars and sling braces to provide headroom.

There are no specific proposals in relation to the Tithe Barn itself as part of this proposal though it is due to be repaired with aid from English Heritage.

The proposal involves a new vehicular access to the east of the Tithe Barn, the closing of the two existing vehicular access, though retaining their use for pedestrians and enhancing the setting of the tithe barn by removing the driveway immediately to its east.

## PLANNING HISTORY

01/242 Conversion of redundant farm buildings to offices and demolition of cow kennels and new access and closure of existing access– withdrawn.

## CONSULTATIONS

English Heritage - Whilst amended drawings address design concerns, does not address question of control of ownership and fragmentation of the historic entity at Place Farm is of overriding concern. We understand the council considers there are ways this can be achieved. Heritage asset must be protected as complete entity.

SPAB - concern about loss of agricultural use of the buildings. Conversion of the grade II buildings should only be considered as part of a satisfactory plan for the site.

Georgian Society - No comment

## REPRESENTATIONS

Advertisement	Yes Expired 27/11/03
Site Notice displayed	Yes Expired 27/11/03
Departure	No
Neighbour notification	Yes Expired 20/11/2003
Neighbour response	No
Parish Council response	Support

## MAIN ISSUES

Effect on Grade II listed buildings

Effect on grade I listed Tithe Barn and the historic integrity of the whole complex.

Effect on CA.

## POLICY CONTEXT

CN3 , CN4,CN5, CN6, CN8, CN12 adopted Salisbury District Local Plan

## PLANNING CONSIDERATIONS

### Effect on Grade II listed buildings

The development is a sympathetic conversion of the existing buildings. Being for a commercial use, the internal spaces are principally retained and the existing openings utilised with only minor alterations. Windows and doors will be wooden. As all the joinery will be bespoke, it will be necessary to condition the submission of full details at a larger scale. Some limited joinery details have been provided already which are an acceptable approach in principle.

Rainwater goods will be cast iron.

The open barns will be closed by way of an oak framed glazed screen behind the posts. These are cast iron and will be renovated.

The existing roof tiles will be reused as far as possible, with suitable new tiles inserted at intervals where the older tiles are defective.

The two-storey unit will contain a residential unit at one end. There is a large window in the gable end which overlooks Place Farm house which will be obscured glazed up to 1.6m from floor level for privacy but remain clear glazed above in the interests of the integrity of the buildings. Roof lights to serve the upper floor will be within the valley and not visible from the courtyard.

There will be alterations to the roof trusses in this building. Although there is currently an upper floor throughout, this has low headroom where the trusses cross it. It is therefore proposed to alter these with a raised collar supported on sling braces in order to provide adequate headroom throughout. Details of these have now been provided.

**Effect on grade I listed Tithe Barn and the historic integrity of the whole complex.**

No works are envisaged to the Tithe Barn but the courtyards are to be resurfaced which will affect its setting. Much of the concrete will be removed and some grass areas provided close to the barn. The cobbles in front of the grade II barns are to be retained and restored and the centre of the south courtyard grassed. The paddock to the north courtyard will be retained. More modern structures will be removed except for the Dutch barn at the rear of the complex (and substantially hidden from public view by it) will be retained.

The current roadway to the east of the tithe barn will be closed and removed and vehicular access will be provided from further east thus enhancing the setting of the Tithe Barn. This is, however, the definitive route of a public right of way (although not the route actually used) and so will have to be available for the public to use, even with the hard surface removed.

The thresholds to the barn will be paved.

The access drive will be gravel (except for tarmac at the entrance where it joins the public road. It is considered that this will all form a considerable enhancement to the setting of the whole complex subject to the conditioning of material samples.

There are no proposals for the tithe barn itself but the repair of its roof has been a matter of ongoing discussion for some time. In order that this is achieved a Grampian condition could be imposed tying the works to these barns to the tithe barn. Such a condition would be most appropriate in relation to occupation and should therefore be on the planning permission. The siting of the car parking to the rear of the buildings will enhance the setting of the courtyards.

Currently all the site is within the control of the Fonthill Estate though there is nothing to prevent its fragmentation. As the intention is to let these buildings, it is not unreasonable, in the interests of the integrity of this important complex to require the entire place farm complex, house, barn, grade II barns, gatehouse et al to remain in one ownership. The mechanism for achieving this would be via a S106 Agreement.

As part of the previous applications a statement of the objectives for the complex and a schedule of works was submitted. In order to ensure that the necessary maintenance of the remaining buildings takes place this should be linked in with the Section 106 Agreement for a maintenance schedule and regime.

**Effect on CA.**

The site lies within the CA. the relocation of the drive will enhance the view of the Tithe Barn from the Chilmark direction and therefore enhance the entrance to the CA.

The restoration of the buildings will also have a positive effect on the CA.

The issues relating to the footpath are covered in the report on 03/2171.

**CONCLUSION**

The proposal is a sympathetic conversion of existing grade II listed farm buildings, which will enhance the setting of the Grade I Tithe Barn and the CA. However, of concern is the need to retain the whole complex in one ownership for a section 106 Agreement will be required.

**RECOMMENDATION:**

FOLLOWING COMPLETION OF A SECTION 106 AGREEMENT FOR

- The retention of the whole of the place farm complex within one ownership
- A maintenance schedule for the Place Farm complex

:

**APPROVE:** for the following reasons

This is an important complex of listed buildings on the edge of the settlement of Tisbury which are currently disused. Their restoration and conversion to B1 uses ( with one residential unit) will bring them back into beneficial use in accordance with guidance in PPG15. The integrity of the complex as a whole can be ensured via a section 106 Agreement and relevant conditions.

And subject to the following conditions

(1) The development for which permission is hereby granted must be commenced not later than the expiration of 5 years beginning with the date of this permission. (Z01A)

Reason: To comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

(2) The works for which Listed Building Consent is hereby granted shall be carried out using the materials specified in the submitted drawings and shall include the existing glazed tiles and no variation shall be made without the prior written approval of the Local Planning Authority.

Reason: To ensure a harmonious architectural treatment.

(3) All existing stonework/brickwork shall be retained and repaired as necessary and any repointing shall be executed in a style and mix of mortar which matches the original. (Z12A)

Reason: To maintain the present character of the building.

(4) Any new or disturbed external surfaces shall be finished to match those of the existing building(s). (Z15A)

Reason: To maintain the present character of the building.

(5) No work shall commence until vertical and horizontal sections of all joinery at a scale of 1:5 have been submitted to and approved in writing by the Local Planning Authority. These sections shall generally accord with the details submitted 1/06/2004 and shall be carried out in accordance with the approved details.

Reason: In the interests of the integrity of the Listed Building.

(6) No development shall take place until details of the treatment to all hard surfaces have been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the details as so approved unless otherwise agreed in writing by the Local Planning Authority. (G21A)

Reason: In the interests of the amenity and the environment of the development.

And in accordance with the following policy/policies of the adopted Salisbury District Local Plan:

- CN3 – Purpose -Work to be in a character appropriate to the setting of a listed building
- CN4 - Purpose - appropriate change of use of listed buildings
- CN5- Purpose -curtilage works to respect setting of Listed Building
- CN6 – Change of use of Listed adjacent Buildings
- CN8 - Purpose - Preservation and Enhancement of Conservation Area
- CN11 - Purpose -safeguarding views in and out of Conservation Area

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**NOTES:**