

# Tisbury and West Tisbury Neighbourhood Development Plan



Made - November 2019

2019 - 2036

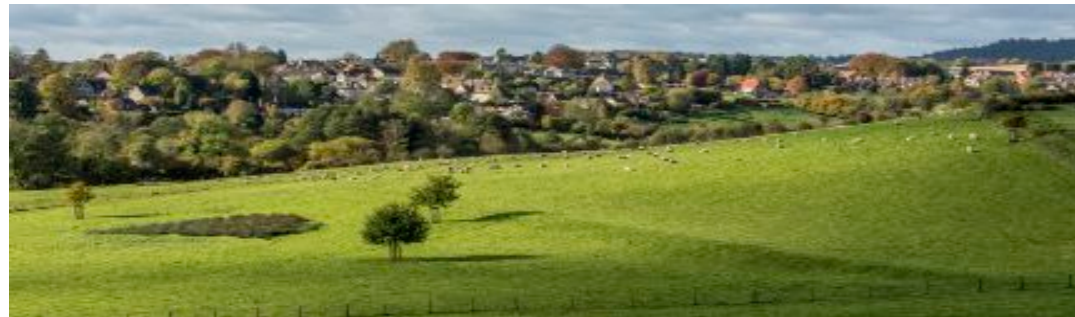




*In compliance with the Neighbourhood Planning (General) Regulations 2012*

Qualifying body: Tisbury Parish Council

This Plan has been developed with the commitment and contribution of the Tisbury and West Tisbury Neighbourhood Plan (TisPlan) Steering Group and the local community, and with thanks to Locality<sup>1</sup> and the Parish Councils of Tisbury and West Tisbury for their financial support. Minor (non-material) updates have been made to the Neighbourhood Plan with the agreement of Tisbury Parish Council, West Tisbury Parish Council and Wiltshire Council, dated 16th November 2020.



*Top: View into Tisbury (Hindon Lane) from Place Farm, Tisbury*

*Below, left: Pump Court, West Tisbury*

*Below, right: The High Street, Tisbury*

<sup>1</sup> Locality is a national network that supports community organisations and oversees the award of grant funding for neighbourhood plans.

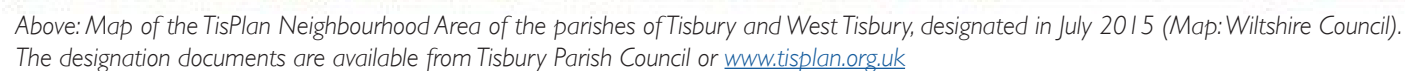
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## Abbreviations Used in TisPlan

AECOM	Architecture, Engineering, Consulting, Operations and Maintenance Technology Corporation	LGS	Local Green Space
BREEAM	Building Research Establishment Environmental Assessment Method	NPPG	National Planning Policy Guidance
CCWWD AONB	Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty	NPPF	National Planning Policy Framework
CAA	Conservation Area Appraisal	Reg 14	Regulation 14 (of the 2012 Neighbourhood Planning Regulations)
CIL	Community Infrastructure Levy	SAC	Special Area of Conservation
CP	Core Policy (of Wiltshire Council's Core Strategy)	SSSI	Site of Specific Scientific Interest
CWS	County Wildlife Site	SHLAA	Strategic Housing Land Availability Assessment
HGVs	Heavy Goods Vehicles	TPC	Tisbury Parish Council
LDF	Local Development Framework	WC	Wiltshire Council
		WCS	Wiltshire Core Strategy
		WTPC	West Tisbury Parish Council

## How to Use TisPlan

Each section gives a broad overview of the key issues that affect the communities of Tisbury (as a Local Service Centre) and West Tisbury (as predominantly a cluster of rural hamlets). These issues each have corresponding objectives and policies that support the overall vision of the plan and aim to be a positive and proactive response ensuring the overall sustainability of the area. The evidence base that supports TisPlan's policies is listed in Evidence Base. The relevant documents are available to download at [www.tisplan.org.uk](http://www.tisplan.org.uk).

This Plan must be read alongside the content and policies of the Wiltshire Core Strategy (and any successor documents) since the documents together are the Development Plan applying within Tisbury and West Tisbury.

In order to encourage the Parish Councils to continue to address the issues raised, TisPlan has identified a number of short and long-term Action Points which are separately tabulated at the end of each Section. These do not form part of the land-use Neighbourhood Plan (that is part of the Development Plan) and the Tisbury and West Tisbury Parish Councils will address and prioritise these actions.

It may be that some actions are a 'quick fix'; others may depend on funds accruing from the Community Infrastructure Levy (see [Policy CIL: Planning Gain: Potential Use of Community Infrastructure Levy Monies](#) for a schedule of community preferences for such investment). The Parish Councils will seek to prioritise these actions.



# Section 1: A Summary of the TisPlan Area and its Development Priorities

## 1.1. A Brief Overview of the TisPlan Area

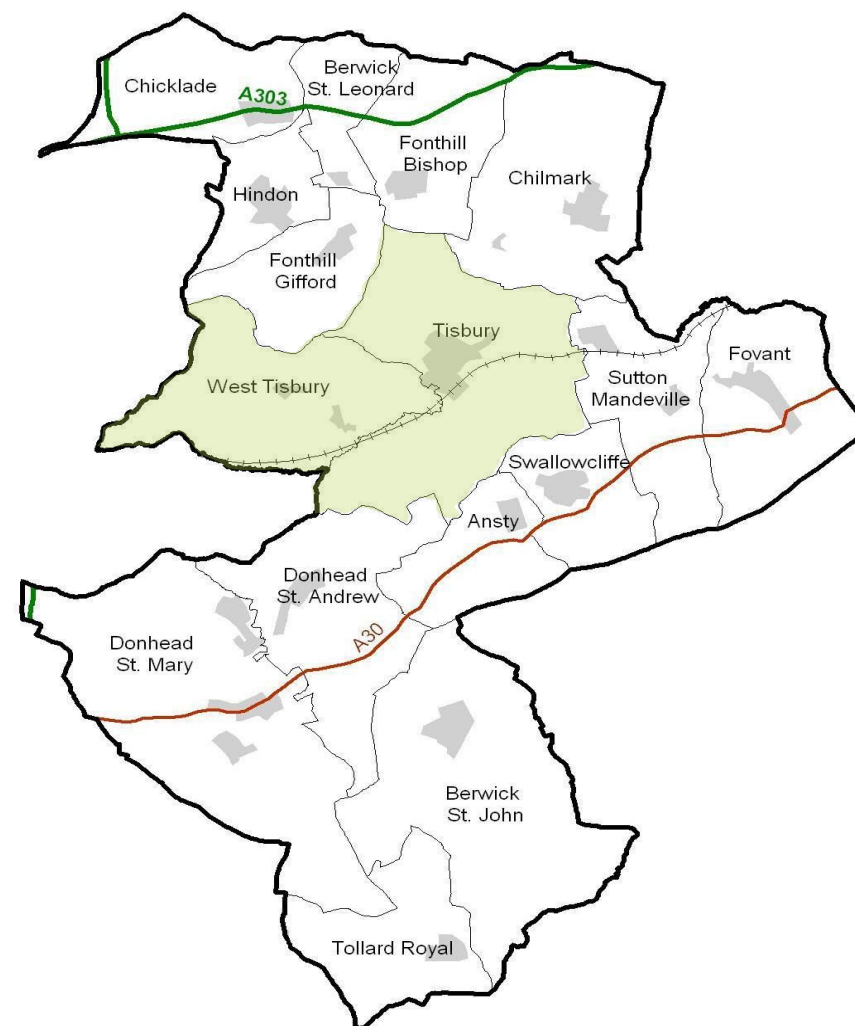
1. Tisbury originated as a Saxon settlement, beside the River Nadder and the area where the church of St John the Baptist now stands on Church Street. Here the immediate surrounds are regarded as having high archaeological significance with links to a mid-Saxon monastery and burial ground.

2. It was the Saxons who first called the area Tissebiri, derived from Tysse's Burgh. Tysse was perhaps a Saxon leader who may have founded the settlement. The first written evidence for Tisbury comes from a grant of land to Abbot Ecgnold and his 'familia' or community at Tisbury Minster in 759 AD.<sup>1</sup>

3. The Neighbourhood Area - the adjacent parishes of Tisbury and West Tisbury - is a closely-knit community, comprising two of the sixteen parishes of the Tisbury Community Area in South West Wiltshire. These sixteen parishes stretch from Hindon in the north to Tollard Royal in the south. Taken as a whole, the Tisbury Community Area, nestling in the Nadder Valley south west of Salisbury, is the second least populous area in Wiltshire.<sup>2</sup>

4. Both parishes are set in an area of distinctly rural character, within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (CCWWD AONB). In common with the National Parks, AONBs prioritise the conservation and enhancement of landscape and scenic beauty. The CCWWD AONB Management Plan has the principal goal and statutory duty 'to conserve and enhance the natural beauty of the area, now and for future generations'.<sup>3</sup>

5. The majority of residents in the Neighbourhood Area live in Tisbury itself (population 2,253 - (2011) Census). Tisbury is the largest settlement in the CCWWD AONB, providing a wide variety of local services and shops in its High Street and is administered by the two separate Parish Councils of Tisbury and West Tisbury, each being responsible for a different geographical area.



Above: Map of the Tisbury Community Area (Wiltshire Council). Shaded area indicates the location of the TisPlan Neighbourhood Area.

1 For a more detailed account of Tisbury's history see Local History of the TisPlan area [www.tisplan.org.uk](http://www.tisplan.org.uk)

2 See Wiltshire Intelligence Network, available from: <https://www.wiltshireintelligence.org.uk/>

3 The Cranborne Chase and West Wiltshire Downs AONB Management Plan and Guidance (2019 - 2024) is on their [website](#)

6. The rural hinterland of Tisbury is shared with West Tisbury (population 573, (2011) Census), with a boundary formed primarily by the Oddford Brook which cuts across the western quarter of Tisbury. The hamlets of Tuckingmill, East Hatch, Kinghay, Newtown and West Hatch are in the parish of West Tisbury. The more rural areas of Tisbury parish include Wardour, Tisbury Row and Upper Chicksgrove, as well as numerous scattered farms.

7. The area's distinctly rural, yet bustling, character and its good rail service has attracted inward migration. As the population has expanded, and more small businesses have moved in, Tisbury's High Street shops and pubs have survived despite a challenging economic climate. Businesses include local independent shops and businesses, a doctors' surgery, dental practice, garage, two pubs, a tearoom, wine bar, deli, fishmonger and butcher. The local Post Office and Co-op play a pivotal role, bringing footfall to the rest of the High Street. More recently, the High Street has proven resilient with new shops moving in quickly when premises become vacant.<sup>4</sup>

8. The economy in the hamlets of West Tisbury remains primarily agricultural. The importance of Tisbury's High Street, Tisbury Railway Station and links with the neighbouring area is recognised by Wiltshire Council, the village having been designated as a 'Local Service Centre'.

9. A short distance away from the High Street is the Nadder Centre, that

<sup>4</sup> For more information see [Section 5, Employment and Business](#).

<sup>5</sup> Wiltshire Core Strategy, adopted January 2015, para 5.143.

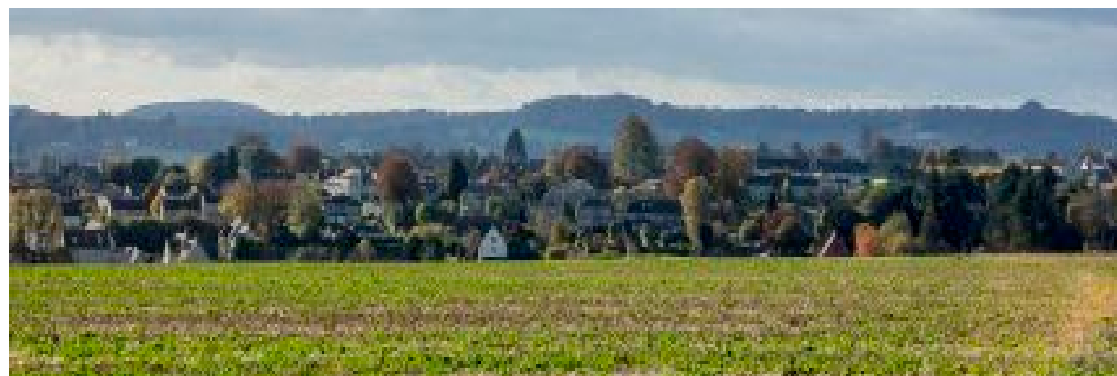
<sup>6</sup> For more information see [Section 4, Transport](#).

opened in October 2016. It is now home to the library, sports hall, Tisbury pre-school, and a children's centre, as well as offices and meeting spaces for local groups and businesses. Wiltshire police use the Nadder Centre as a 'hot-desking' base, having closed their police station that previously was situated on The Avenue, just off Tisbury High Street.

10. There are no main roads running through Tisbury. All the access roads are winding, with narrow pinch points, few pavements and low bridges, factors that preclude their use by heavy vehicles. There are two main A-roads passing within three miles of the settlement: the A303 and the A30, both of which are part of the important east to west road network.

11. Tisbury benefits from good (usually hourly) rail connections to Salisbury and Exeter, with a direct service to London Waterloo taking less than two hours. However, as a rural community, residents often have no alternative other than to use their cars. Long-distance commuting is above average for Wiltshire.<sup>5</sup>

12. In 2016, Wiltshire Council withdrew funding for rural transport, so there are few regular bus services. There are two community transport services (TisBus and the Link Scheme), both of which are run by volunteers who endeavour to make up some of the gaps in the provision of public transport, but their limited resources are very stretched.<sup>6</sup>



*Left: Tisbury from the South East towards West Tisbury*



## 1.2. Development Challenges Identified and Addressed by TisPlan

*What are the expectations for development in Tisbury and West Tisbury?*

13. In 2006, Wiltshire Council's Core Strategy set a development target for Tisbury and the surrounding Tisbury Community Area of 420 new dwellings from 2015 to 2026. Of these, 200 were allocated to the village of Tisbury itself (not including West Tisbury) and 220 to the rest of the Community Area, including West Tisbury.<sup>7</sup>

14. By 2017, Tisbury itself had fulfilled most of Wiltshire Council's target for housing mainly from the Wyndhams<sup>8</sup> development off Hindon Lane, with 23 dwellings remaining to be built to meet the indicative housing requirement to 2026 set out in the current Core Strategy. The Wiltshire Council Housing Site Allocations Plan was re-considered by Cabinet in June 2017, and the housing targets for Tisbury were considered reasonably satisfied up to 2026.<sup>9</sup> However, the wider Tisbury Community Area, which includes West Tisbury but also other outlying communities, by 2017 had yet to contribute 142 dwellings against the target set for the period to 2026.

15. The Core Strategy also set a target of 1.4 ha of additional employment land in Tisbury in the period up to 2026. This was satisfied by the development at Wyndhams which provided 3800m<sup>2</sup> of business space. New workshop units were built which now serve a range of B1 business needs<sup>10</sup>.

*Below: Business units at Wyndhams, Tisbury*



16. The horizon of the Neighbourhood Plan is 2036 which coincides with the horizon date for the current Wiltshire Local Plan Review (LPR). The base date of the LPR is 2016. The current Wiltshire Core Strategy (adopted January 2015) and the Local Plan Review (2016-2036) have overlapping plan periods and therefore commitments identified now will contribute towards meeting future requirements.

17. Data published by the Council in November 2017 (and used during the Local Plan Review Informal Consultation during October and November 2018) suggested that the Salisbury Housing Market Area, of which Tisbury and West Tisbury is part, needed to provide 8,250 dwellings between 2016 and 2036 of which approximately 8,000 homes have been built or committed.<sup>11</sup> Wiltshire Council had commenced the testing of new housing need figures for the period 2016 to 2036, as reported to Cabinet on 30 April 2019 but have not, at the time of publication, published indicative figures to inform Neighbourhood Plans in preparation. Even though this Plan allocates land for additional housing, an early review of the Neighbourhood Plan may therefore become appropriate to ensure that it remains up to date with new strategic policies from the Local Plan Review.

<sup>7</sup> These housing targets were 'saved' from the previous Salisbury District Council, before Wiltshire Council became a Unitary Authority in 2009.

<sup>8</sup> Which was completed in 2014 and included 90 dwellings and business units covering an area of 1.4 ha.

<sup>9</sup> [www.wiltshire.gov.uk/planningpolicydocument?directory=Wiltshire%20Housing%20Site%20Allocations%20DPD/Submission%20July%202018/Community%20Area%20Topic%20Papers&fileref=17](http://www.wiltshire.gov.uk/planningpolicydocument?directory=Wiltshire%20Housing%20Site%20Allocations%20DPD/Submission%20July%202018/Community%20Area%20Topic%20Papers&fileref=17)

<sup>10</sup> In particular: Offices (B1), Storage and Distribution (B8), and Assembly and Leisure (D2) (use classifications as of 2018).

<sup>11</sup> Para 3.8, Swindon and Wiltshire Joint Spatial Framework Issues Paper, 2017.

18. The range of policies<sup>12</sup> set out in this plan aims to facilitate comprehensive, creative and sustainable development over the Plan period (2019-2036), i.e. to the end of the next Core Strategy period. Without a neighbourhood plan, the local planning authority would be less well-informed about the local community's priorities and preferences.

19. There are several brownfield sites (land that has been previously used) that the local community can influence with TisPlan and which potentially could be developed both for housing and to encourage local enterprise. In particular, TisPlan consultation actively sought to identify the community's preferences for 'Station Works'<sup>13</sup>, asking what kinds of development would be considered appropriate for that site. The outcome was clear - the site must be developed to bring an end to the eyesore on the southern side of the railway line.

20. The Site Assessment Report for TisPlan carried out by AECOM in 2017 reviewed both the number and size of several known sites in Tisbury and West Tisbury and found that some brownfield sites do have potential to be developed<sup>14</sup>. Some of these sites could also support enterprise through mixed development (i.e. housing and business on the same site). TisPlan broadly supports the conclusions of the Site Assessment Report, although in order to fulfil both housing and employment objectives there should be significant provision for commercial uses.

21. It is important to understand that there will be constraints which may mean that not all of the identified brownfield sites will be developed over the plan period. Other windfall sites not anticipated either by the TisPlan Site Assessment or the Wiltshire Council Strategic Housing Land Availability Assessment (SHLAA) could come forward for consideration.

22. TisPlan affords an opportunity to consider how best to secure the conservation of the area's natural environment, iconic landscapes and historic built environment. The Plan can help to ensure that the redevelopment of available brownfield sites will be prioritised.



Above: Derelict Overhouse Laundry, 2011



Above: The Loft, 2017 - shop with dwelling above, replacement for the derelict Overhouse Laundry

12 As set out in the NPPF (2012, para 7).

13 Derelict brownfield site adjacent to and south of Tisbury Railway Station.

14 For more information see TisPlan Site Assessment report, June 2017, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



## 1.3. TisPlan's Overall Vision and Section Summaries

### *TisPlan Vision*

*There will be modest, sustainable growth in housing to provide for the range of housing needs in the local area. Development should enhance the well-being of residents, provide opportunities for local business and provide quality infrastructure to encourage sustainable lifestyles to enable the area to continue to prosper into the future.*

*The conservation and enhancement of the CCWWD AONB and its outstanding landscapes, environment and heritage assets will be at the core of any local development decision.*

23. TisPlan seeks to support the delicate balance of allowing for economic growth, providing opportunities for affordable living for all residents, and retaining the area's distinctive rural character. The aim is for modest new growth in Tisbury to be sympathetically designed and located so that it blends with the existing settlement, taking into account the constraints presented by the narrow access roads and the sensitive landscape of the CCWWD AONB.<sup>15</sup>

24. In drafting the various policies, the steering group endeavoured to ensure that each policy is underpinned by a thorough evidence base, whilst also complying with existing national policies, the Wiltshire Core Strategy and other relevant legislation as set out in Basic Conditions Statement available at [www.tisplan.org.uk](http://www.tisplan.org.uk).

### *Section 2: Historic and Natural Assets (HNA)*

25. *Section Summary:* The CCWWD AONB is an area of high scenic quality which enjoys statutory protection in order to conserve and enhance the natural beauty of its landscape. This protection recognises that it is high in biodiversity and historic character. A core feature is the River Nadder that meanders through Tisbury and West Tisbury. Some areas of the river valley are prone to extensive flooding.

*VISION: The rural area will change little. New development will respect natural beauty, landscape and biodiversity within the CCWWD AONB whilst seeking to conserve its natural and historic assets. In particular, TisPlan will safeguard the characteristics of the Conservation Area and other protected areas. Areas at high risk from flooding will be excluded from development. Measures will be taken to mitigate any adverse impact on local water resources.*



Above: Towards St John's Church and Tisbury Conservation Area

<sup>15</sup> In conformity with the CCWWD AONB Management Plan 2014-2019, available from <http://www.ccwwdaonb.org.uk/publications/aonb-management-plan/>

*Section 3: Housing and Buildings (BL)*

26. *Section Summary:* With the local population projected to increase, so too will pressures to build more accommodation. Within the plan area there are development opportunities both small and moderate in size, which can contribute to housing development targets set by Wiltshire Council and address the range of housing needs in the area - particularly lower-cost dwellings and opportunities for older people.

*VISION: The settlement of Tisbury will increase moderately in size so that development contributes to its strong sense of community, served by a broad mix of housing. A limited amount of development will be permitted in West Tisbury. Buildings and layouts will be sympathetically designed so that they blend with the character of the existing settlements, respect the constraints and aspirations of the CCWWD AONB and are built to high energy efficiency standards.*

*The redevelopment of available and suitable brownfield sites will meet local housing and employment needs over the plan period.*



*Above: Station Works brownfield site*

*Section 4: Transport (TR)*

27. *Section Summary:* Due to the nature of modern lifestyles and working practices, transportation in this rural area is unavoidably car-centric. The local topography, the constraints of the local road network, a lack of buses, pollution and carbon emissions all present challenges for sustainable transport. There are opportunities to make better use of Tisbury Railway Station and encourage its expansion and modernisation.

*VISION: Provision for the use of more sustainable means of transport (walking, cycling and energy efficient vehicles) will be encouraged through improvements to non-vehicular rights of way, road safety and the provision of innovative parking facilities. Public and community transport services will expand, notably those serving Tisbury Railway Station and community-led transport, potentially funded from CIL investment.*

*Investment and modernisation of the local railway network (including Tisbury Railway Station) will need to be included as part of the comprehensive development of Station Works.*



*Above: Tisbury Railway Station and Station*



## Section 5: Employment and Business (EB)

28. *Section Summary:* The local industries that were historically part of Tisbury life are most unlikely to return. Working practices are generally moving towards a more knowledge-based economy. This trend has the potential to encourage innovative technological, creative or service-based enterprises in the area, if facilities are created which support them.

29. These opportunities have already been supported and encouraged with the arrival of high speed broadband in Tisbury. This now needs to be expanded to the more rural locations in the area, together with the upgrading of rural-based employment premises.

*VISION: A resilient and diverse local economy will contribute to the area's prosperity and its ability to resource more of its needs locally.*

## Section 6: Leisure, Community and Well-being (LCW)

30. *Section Summary:* Quality facilities enable interaction and the enjoyment of community places deemed important to an area and are essential to well-being. These can be for recreational, amenity or landscape benefits, or as part of the local cultural heritage.

*VISION: Recreational and community facilities will be protected and enhanced.*



Above: Tisbury Swimming Pool (Source: Tisbury Swimming Club)

## Section 7: Planning Gain: Potential Use of Community Infrastructure Levy Monies (CIL)

31. *Section Summary:* A key benefit of a neighbourhood plan is that an area with a 'made' (adopted) plan can benefit from 25% of the levies charged by Wiltshire Council, which may then be invested by the Parish Councils in the local community infrastructure, through the Community Infrastructure Levy (CIL).

32. The TisPlan consultation process has given local people the opportunity to influence what aspects of investment in local infrastructure would be most important to them. The Parish Councils will use the feedback in order to inform their decision making when determining how best to use the CIL income.

*VISION: Development will be undertaken in tandem with the provision of infrastructure improvements to help support the community.*



Above: Stone cottages, Tisbury High Street



Above: Victorian character buildings, Tisbury High Street

## 1.4. Achieving Sustainable Development - TisPlan's Compliance with the Basic Conditions

33. The Basic Conditions Statement<sup>16</sup> submitted with this Plan illustrates the ways in which the Plan Policies both individually and in combination address the requirements for sustainable development with its three aspects:

- Economic - contributing to building a strong economy: ensuring that sufficient land is available in the right place and at the right time.
- Social - providing homes that will meet the needs of future generations, and supporting the community's health, social and cultural well-being.
- Environmental - protecting our environment: using natural resources prudently, minimising waste and pollution, and mitigating climate change.

<sup>16</sup> See Basic Conditions Statement, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



Above: The Avenue, Tisbury



## Section 2: Historic and Natural Assets (HNA)

### *VISION: Historic and Natural Assets*

*The rural area will change little. New development will respect natural beauty, landscape and biodiversity within the CCWWD AONB whilst seeking to conserve its natural and historic assets. In particular, TisPlan will safeguard the characteristics of the Conservation Area and other protected areas. Areas at high risk from flooding will be excluded from development. Measures will be taken to mitigate any adverse impact on local water resources.*

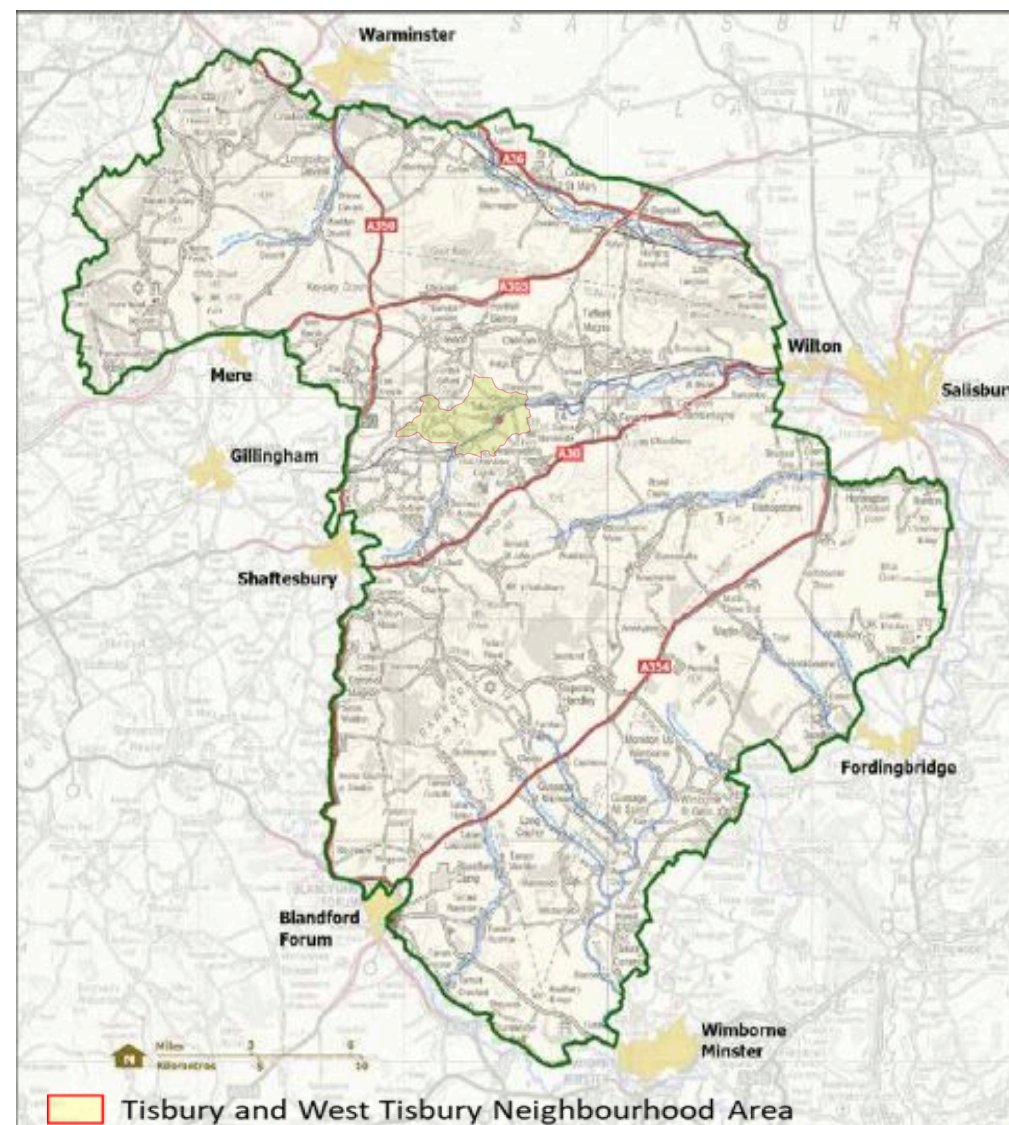
### 2.1. Background and Rationale

34. The entire Neighbourhood Area is set within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (CCWWD AONB) - the sixth largest in England and one of thirteen in the South West. The CCWWD AONB is of paramount importance to local residents, with over 50% of respondents to the TisPlan questionnaire citing it as a major reason for moving to the area.<sup>17</sup>

35. AONBs are areas of high scenic quality that have statutory protection in order to conserve the natural beauty of their landscapes. The CCWWD AONB's definition of landscape states that it comprises the natural environment (geology, landform and vegetation), the socio-cultural environment (field patterns and historic buildings) and aesthetic and perceptual qualities (views and tranquillity).

36. This section gives an overview of the area's rich historic and natural assets and considers how best TisPlan can provide for their conservation. Neighbourhood plans offer an ideal opportunity to identify and protect landscapes that contribute to local distinctiveness and 'sense of place'.

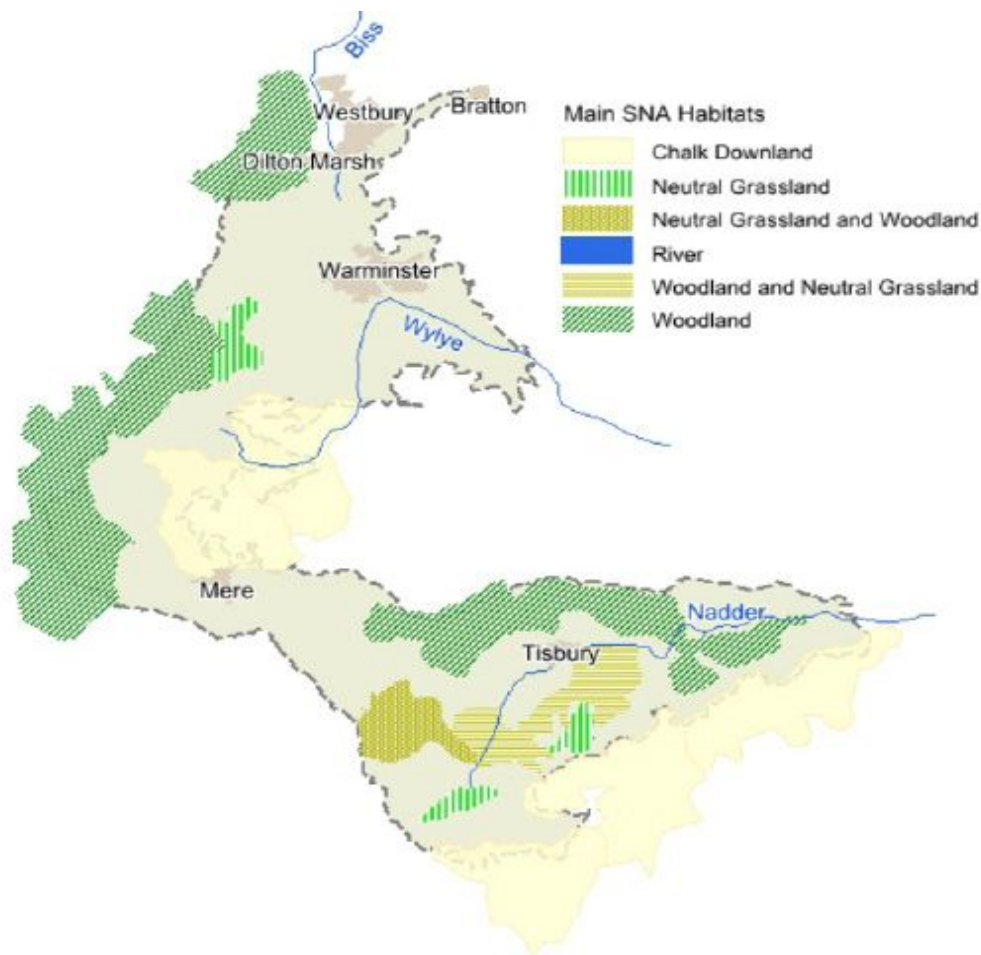
<sup>17</sup> See TisPlan Questionnaire Results, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



Above: Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (Source: CCWWD AONB).



## 2.2. HNA Policies



Above: Landscape Biodiversity Area 10, Warminster and the Vale of Wardour (Source: Wiltshire and Swindon Biological Records Centre).

### *Historic and Natural Assets HNA.1 Natural Assets and Biodiversity*

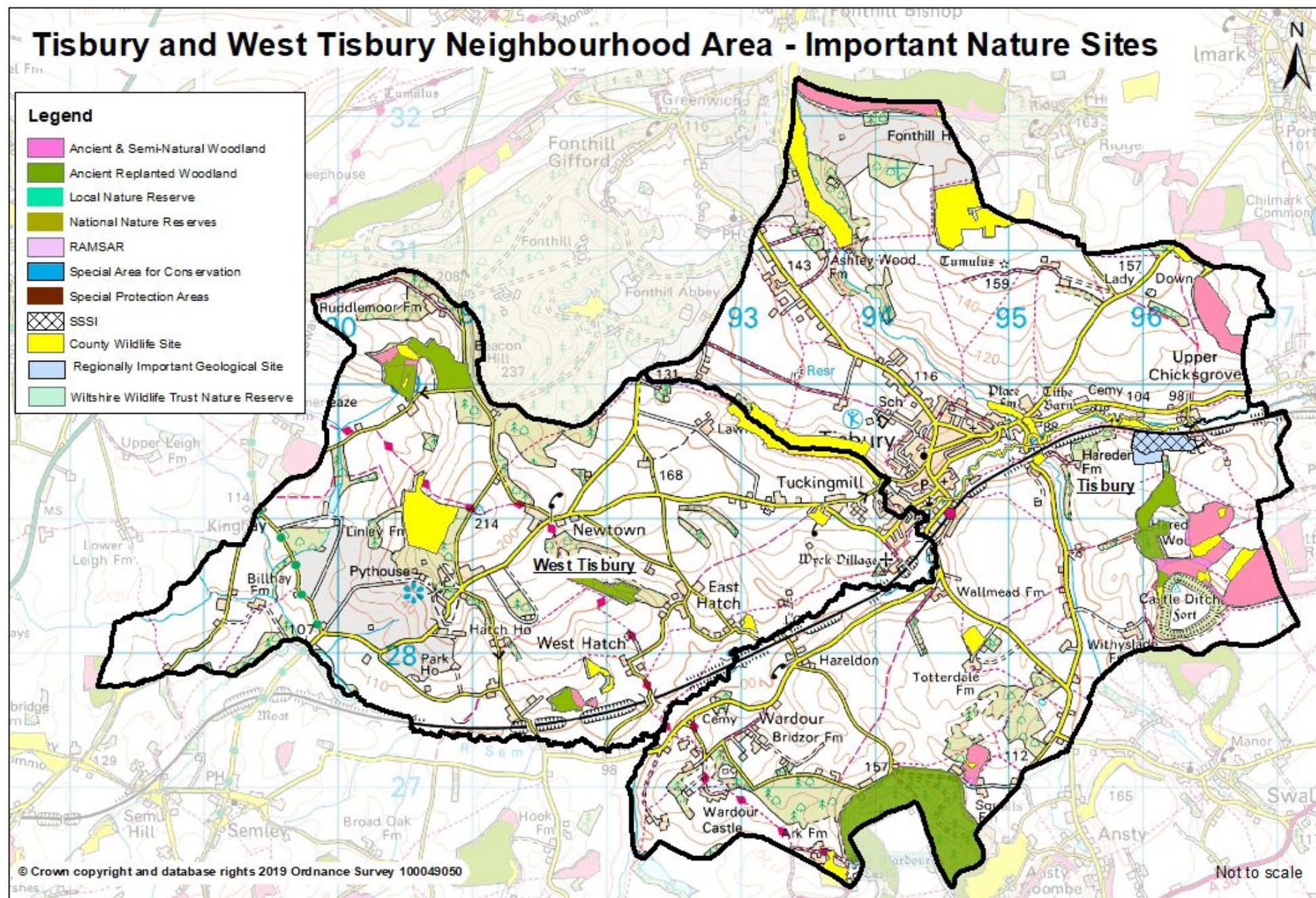
*Objective: To minimise the impact of new development on the environs of each site, conserve, encourage and make provision for improvements in biodiversity.*

37. The enhancement of habitats and green infrastructure networks through the planning process is key to creating the conditions for local biodiversity to flourish.
38. The Neighbourhood Area lies within Landscape Biodiversity Area 10 of the Landscape Conservation Framework - Warminster and the Vale of Wardour as characterised by the Landscape Character Assessment carried out in 2008.<sup>18</sup> Unlike the chalklands more typical to the north of Wiltshire, this area consists of limestone, greensand and clay which provides a significant contribution to local character.
39. There are several nationally and internationally designated nature conservation and historical environmental sites within the area. The River Nadder is one of the largest tributaries of the Wiltshire Avon and is partially within a designated Special Area of Conservation (SAC) River Avon System.
40. The River Nadder runs through Tisbury and West Tisbury, from west to east across the two parishes, with two tributaries, the Oddford Brook and Fonthill Brook. The area contains the Old Wardour Park<sup>19</sup> and Fonthill Lakes (two of the larger areas of water in the CCWWD AONB).
41. The good water quality in the river supports an excellent habitat for fish, water mammals and insects, including the rare, indigenous freshwater crayfish. In particular, the water meadows and fields adjacent to *The Avenue* in Tisbury are known for their biodiversity, including otters, water voles, herons and barn owls. This is a very important site for Tisbury in terms of landscape, amenity and wildlife and these features must be protected and conserved.

<sup>18</sup> A study that maps the historic and archaeological dimensions of present day landscapes and their associated historic landscape classification. Landscape Character Assessment by the former Salisbury District Council (SDC). Available from: <http://www.wiltshire.gov.uk/planningpolicyevidencebase/southwiltshirecorestrategyevidencebase.htm#SalisburyLandscapeCharacterAssessment>

<sup>19</sup> Area within the Old Wardour Park is managed under the jurisdiction of the Old Wardour Park Strategic Master Plan. Available from [www.tisplan.org.uk](http://www.tisplan.org.uk)





Above: Map of important nature sites in the Neighbourhood Area - for more information on these sites see the TisPlan Strategic Environmental Assessment, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



42. The plan area hosts several habitats for a number of protected species of bats, butterflies, moths, amphibians and birds, and endangered species such as the Common Dormouse and Peregrine Falcon.<sup>20</sup>

43. The map on p.11 details the designated environmental sites in the area. The village of Tisbury itself is within a Site of Special Scientific Interest (SSSI) Impact Risk Zone for larger scale residential development due to its proximity to the River Avon SSSI. The north west of the village is within the SSSI Impact Risk Zone for the Fonthill Grottoes SSSI. The whole of the neighbourhood plan area falls within 6km of core roosts for bats at Chilmark Quarries SAC.

44. The Chilmark Quarries SAC was designated to protect a variety of bat species (Bechstein's, Barbastelle, Greater Horseshoe and Lesser Horseshoe) all of which are rare at a European level. Whilst the bats hibernate in the SAC, they rely on the woodlands, hedgerows, river valleys and historic buildings in the rest of the area for foraging and breeding.

45. An initial Habitats Regulation Screening of TisPlan by Wiltshire Council highlighted that whilst the presence of these bats does not generally prevent development<sup>21</sup>, it is important to take account of their requirements at the earliest stages of planning as the design of buildings in these affected areas will need to demonstrate that the bats can continue to thrive; thereby meeting the conditions of a further Habitats Regulations Assessment (undertaken by Wiltshire Council). A number of bat surveys spread throughout the year may be required and developers will need to seek advice from a professional ecologist before embarking on a scheme in a sensitive area.



Above: Oddford Valley County Wildlife Site

### *County Wildlife Site designations and their biodiversity features*

*Tisbury Meadow ST953294:* This includes the old quarry known as Dumpling Downs on Tisbury Row and is known for diverse meadow flora and a healthy population of grassland butterflies and other invertebrates.

*The Old Stone Quarry on Hatch Lane ST932290:* Grassland flora (especially orchids) and invertebrates. The ancient quarry crane, or derrick, is the sole example of its kind remaining in Wiltshire, highlighting the importance of the old quarry workings to social history, as well as their biodiversity.

*Oddford Valley from ST942294 as far west as Lawn Farm:* Neutral grassland and wetland flora and fauna, including the southern marsh orchid and water voles, as well as chalkland species on the dry slopes of the south-facing escarpment.

*Meadows ST952296:* Grassland flora and butterflies.

46. Some of these sites are in need of improved management to retain their habitats and biodiversity.<sup>22</sup> Increasing pressure from the provision of housing and commercial land in the Neighbourhood Area has the potential to damage habitats and to put species at risk, including at designated conservation and heritage sites. Climate change may affect the range of crops or water flows in rivers and streams, causing habitats to expand, contract or migrate.

47. The distinct biodiversity features are acknowledged through the designation of four CWS (see box above), recognised by the Wiltshire and Swindon Biological Record Centre. Whilst not affording statutory protection CWS designation does affirm a site's importance and value for wildlife in its

<sup>20</sup> For more details see TisPlan Strategic Environmental Assessment, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)

<sup>21</sup> See Habitats Regulation Screening, carried out by Wiltshire Council during TisPlan's Reg 14 consultation, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)

<sup>22</sup> See TisPlan Strategic Environmental Assessment, for detail on management status of these sites; available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



county context. These sites, along with Wiltshire's SSSIs, are a vital network of habitats such as chalk grassland, hay meadows and wet meadows, habitats that have long been under pressure from modern development.

48. Station Works comprises brownfield land lying within the rural corridor of the River Nadder and therefore potentially supports SAC bat species. Development of this site may lead to the loss or modification of buildings that bats may use for roosting and disrupt flight routes through removal of vegetation or the installation of new lighting.

49. New development can actively contribute to enhanced biodiversity. The community has already sought to increase local biodiversity. The Community Open Space<sup>23</sup> – situated on the northern side of Tisbury settlement adjacent to Weaveland Road – was leased in 2012 by Fonthill Estate to Tisbury Parish Council on a 100-year long-term lease as part of their agreement associated with the development of Wyndhams on Hindon Lane. The area is retained for community use, whereby Tisbury Parish Council is overseeing the maintenance of the site, encouraging its regeneration as a wildflower meadow.

50. Features of biodiversity value such as trees, hedgerows, waterways and meadows should be protected from the impact of development. Opportunities for biodiversity offsetting (compensation for biodiversity impact associated with development) should always be exploited - especially if trees are felled through the development of a site - and should not result in any net loss overall.



Left: Fonthill Brook in flood from Court Street Bridge, Tisbury  
Right: Archway in Wardour Woods



23 Locally referred to as the 'Community Meadow'.

### *Policy HNA.1 Natural Assets and Biodiversity*

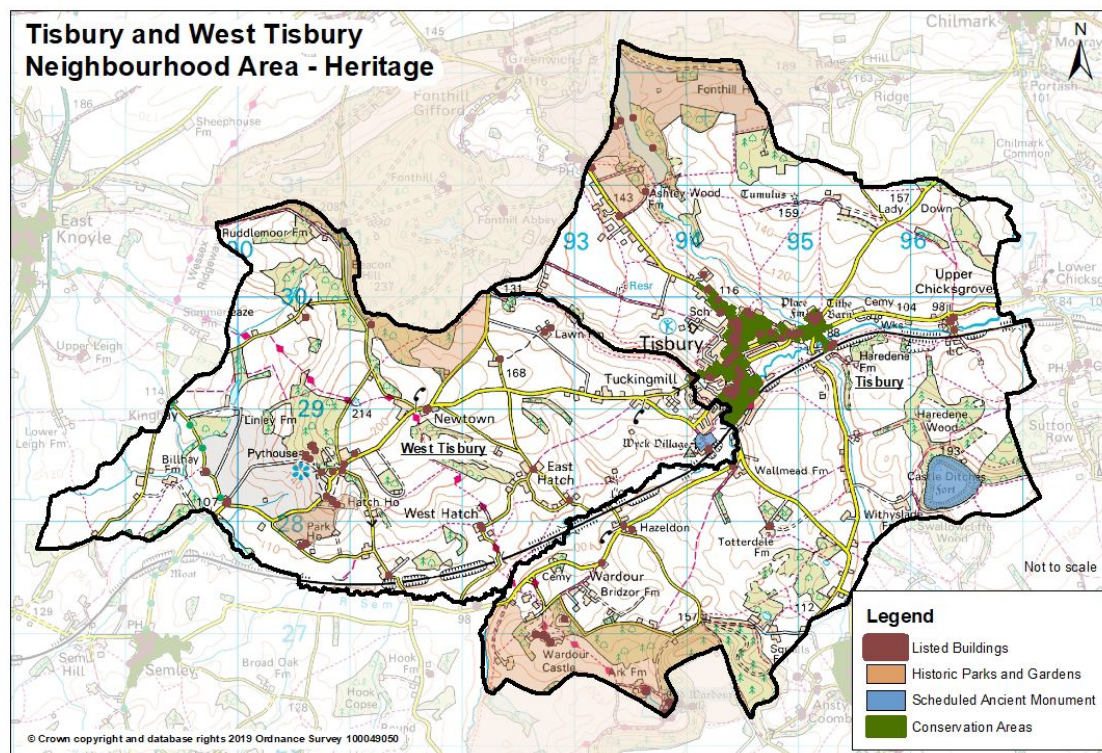
Development should aim to avoid, minimise or compensate for adverse impact on and, where possible, promote net gains to biodiversity appropriate to the size of the development. TisPlan expects that developers should also, where applicable and feasible:

1. Protect wildlife and landscape corridors
2. Maximise native planting in landscaping schemes to provide or retain wildlife habitats
3. Retain existing trees, woodlands and hedgerows. Alternatively, new planting of replacements will be required
4. Retain and enhance verges on public rights of way, including footpaths and bridleways
5. Safeguard the biodiversity value of the designated Local Green Spaces (*Policy LCW.1*) and amenity spaces (*Policy LCW.3*)

The landscape and biodiversity of the water meadows adjacent to the River Nadder are particularly valued by the local community.

In accordance with national procedures, an impact assessment will be required to identify and address any potential risks to SAC bat species where development may lead to the loss or modification of buildings used for roosting, disruption to their flight routes, or through the removal of vegetation and the installation of new lighting.

The requirements of Wiltshire Core Strategy CP52: Green Infrastructure will also apply.



Above: Old Wardour Castle

Left: Heritage Assets in the Neighbourhood Area (Wiltshire Council)

## Historic Assets

51. The overall impression of the TisPlan Neighbourhood Area is of one clearly defined village centre, with a few small housing estates on the edge of the main settlement and then scattered hamlets and farms set in open countryside with prominent limestone and greensand buildings. The pattern of sparse habitation in the outlying hamlets and open countryside is one that is reflected right across the Tisbury Community Area.\*

52. Tisbury sits on Cretaceous limestone and greensand bedrock in the valley of the River Nadder which is also fed by the Oddford Brook to the southwest and a stream from Fonthill Lake to the northeast. Saint John's Church stands close to the River Nadder. The High Street runs up to the historic core of the settlement on the higher ground, some 20 to 30 metres above the church.

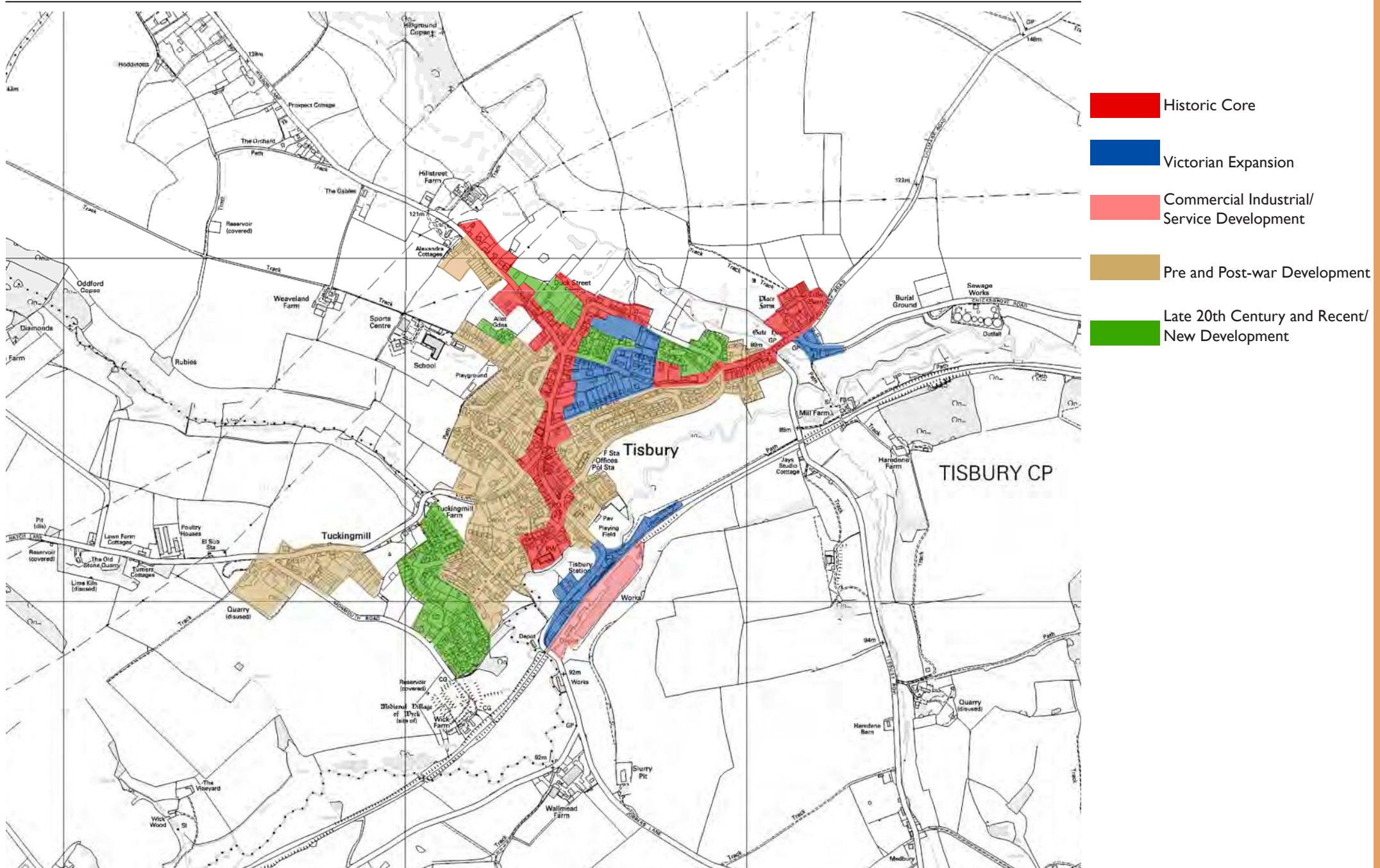
53. The Neighbourhood Area has a rich historic environment (as outlined in Local History of the TisPlan area, see [www.tisplan.org.uk](http://www.tisplan.org.uk)). The area includes five nationally designated scheduled ancient monuments (the Tithe Barn at Place Farm, St John's Church, Old Wardour Castle, Castle Ditches and the medieval village of Wyck) and three registered parks and gardens (Wardour, Hatch and Pythouse).\*\*

54. The Neighbourhood Area has 143 statutory listed buildings, 111 of these are within Tisbury parish and 32 are within West Tisbury parish. There are also large numbers of historic but unlisted buildings which make an important positive contribution to the character of the local area, both individually and in groups, such as the many clusters of stone cottages and the Victorian properties in Tisbury High Street.

\* See Historic Landscape Characterisation (CCWWD AONB), available from [http://www.ccwwdaonb.org.uk/uploads/docs/Planning/FactSheet4\\_HLC.pdf](http://www.ccwwdaonb.org.uk/uploads/docs/Planning/FactSheet4_HLC.pdf)

\*\* See Historic Environment Action Plan (Area 9 - Vale of Wardour; CCWWD AONB), available from <http://www.historiclandscape.co.uk/pdf/Area/A9%20CCWWD%20AONB%20HEAP%20Feb%202011.pdf>





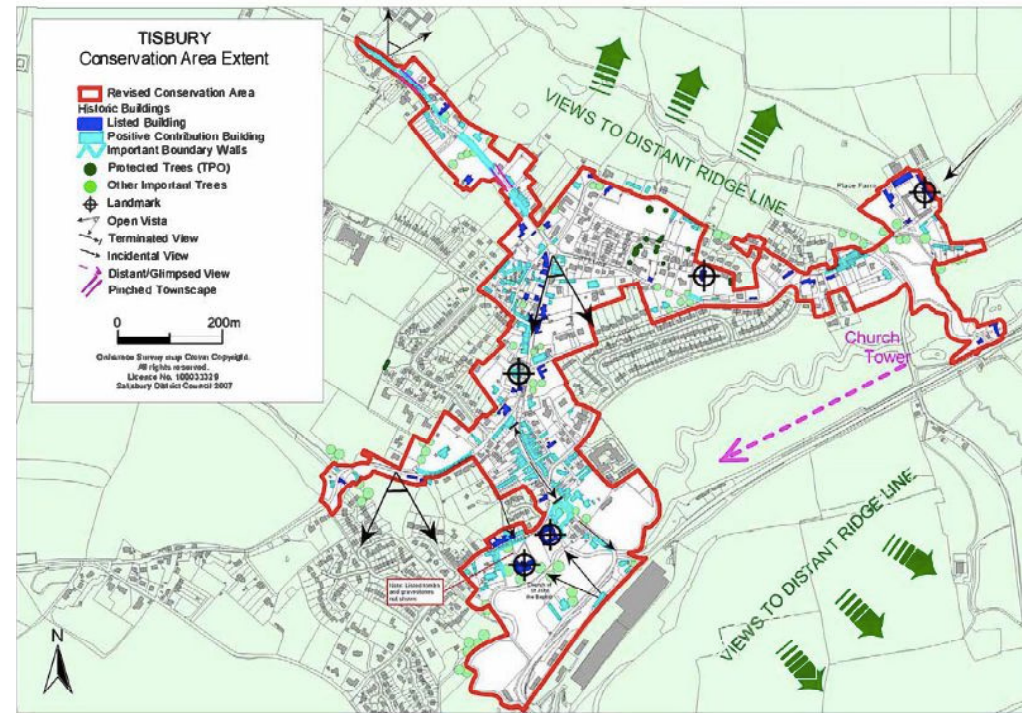
Above: Tisbury Townscape Character Map Source: Salisbury District Landscape Assessment, Settlement Setting Assessment, 2008  
 See <http://www.wiltshire.gov.uk/planningpolicyevidencebase/southwiltshirecorestrategyevidencebase.htm#SalisburySettlementSettingAssessment>



*Historic and Natural Assets HNA.2 Tisbury Conservation Area**Objective: To conserve and enhance the Conservation Area and its setting.*

55. The central area of Tisbury was designated as a Conservation Area in 1974, including the whole of Tisbury High Street, with its mix of commercial and residential, mainly Victorian, buildings. A Conservation Area Appraisal (CAA, 2009) was carried out by the then Salisbury District Council, which outlined Tisbury's historic features and characteristics that are in need of conservation and protection throughout the Conservation Area, these include:

- Comprehensive use of the local Tisbury limestone (from the Jurassic period, similar to Chilmark Stone) and Greensand as the signature building materials of the village. These are used as coursed rubble, dressed stone and ashlar in buildings and boundary walls
- Areas with distinct and unique characters such as The Quarry and Place Farm
- The survival of a good number of important 'dry stone' boundary walls, for example the boundary wall to The Grange, Vicarage Road
- A vibrant and dynamic commercial core which, in some instances, has retained important elements of historic fabric such as the shop fronts overlooking The Square, Tisbury
- The hillside setting which lends itself to wide open views of the surrounding valley
- Some important individual buildings and groups of unlisted buildings which make positive contributions towards the character and appearance of the Conservation Area, e.g. the cottages and the old chapel in Tuckingmill
- A narrow palette of traditional materials – stone, brick, clay tile, natural slate and thatch – with only a relatively small number of buildings having been rendered, painted or 'modernised' with non-traditional materials



Above: Extent of Conservation Area (Source: CAA)



Above: Old Stone Walls, The Quarry



Above: Grade II\* Listed - Gaston Manor

56. The Tisbury Conservation Area Appraisal (CAA) designated eleven character zones, largely defined by their historic period and topography:

1. North-west approach – Hindon Lane
2. Ridge and hillside – Duck Street and Cuffs Lane
3. The Quarry
4. Early core – High Street
5. Western approach – Vicarage Road
6. Hamlet – Tuckingmill Farm, the cottage and the Primitive Methodist Chapel
7. Village Core – The Square and Lower High Street
8. St John's Church and its environs – Church Street
9. Station 'gateway' and floodplain
10. Place Farm and the Tithe Barn

57. The CAA itself was adopted as supplementary planning guidance by Salisbury District Council and retained by Wiltshire Council when it was abolished. It is in need of revision - being almost 10 years since it was adopted – but in the meantime it serves as an important source of reference. Accordingly, in order to guide future development TisPlan strongly endorses the principles of the CAA and wishes to adopt them as a framework for conservation action.

58. In recent years some significant historic buildings have been lost (e.g. the old barn in Paradise Meadow). Developments have affected the character of buildings in the Conservation Area. Some Victorian buildings in the High Street have been rendered; this has had an impact on the aesthetics of the Conservation Area. In common with many Conservation Areas, one of the greatest threats to the quality of design in Tisbury is the siting of modern installations on front elevations that are not in keeping with the historic character, for example satellite dishes, prominent Solar PV and stainless steel flue pipes.

### *Policy HNA 2: Tisbury Conservation Area*

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

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

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

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

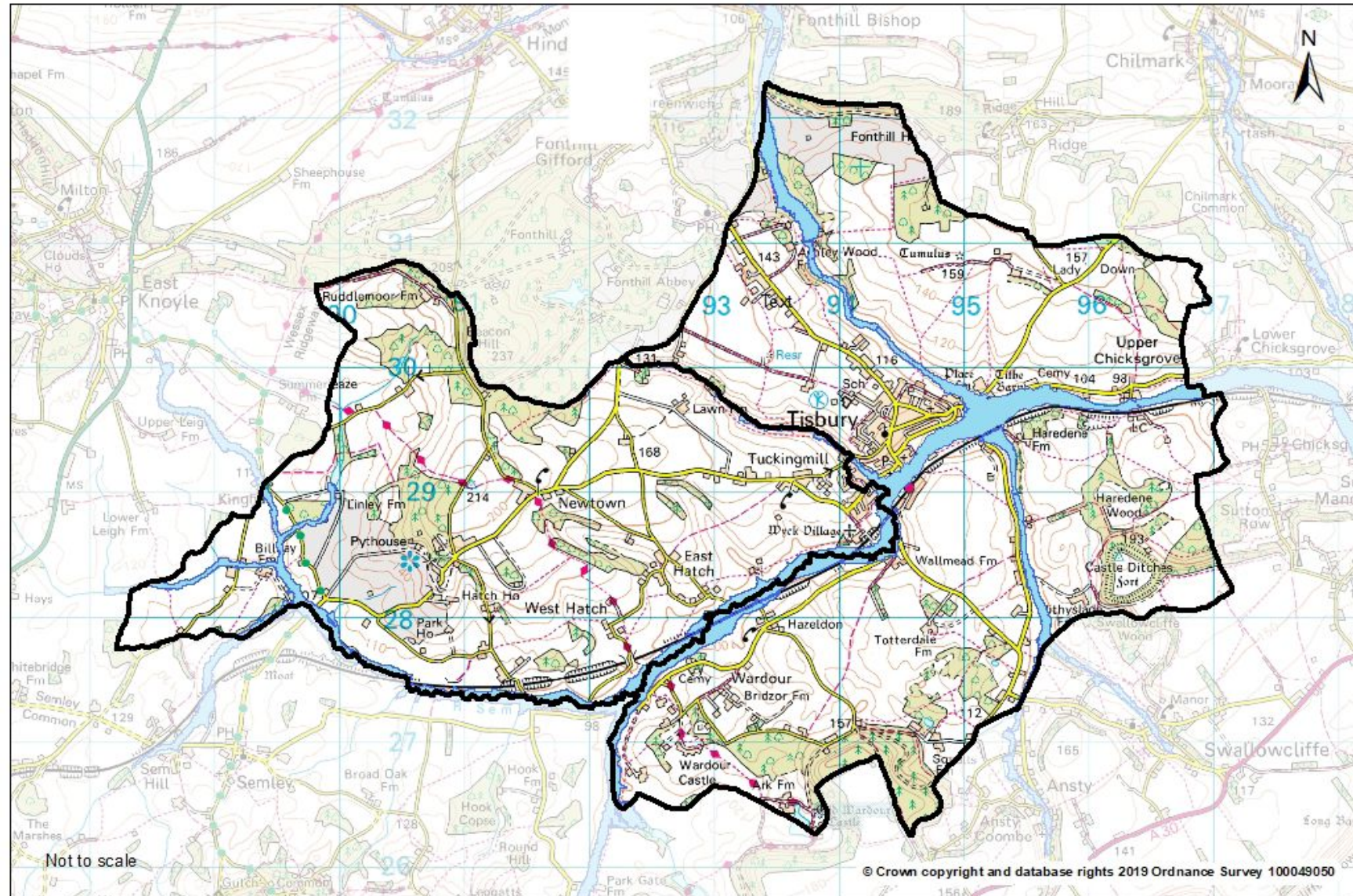
Any planning applications which would remove or detract from original features will be refused. The mainly Victorian character of Tisbury High Street with its historic frontages of shops, businesses and residencies should be respected.



*Historic and Natural Assets HNA.3 Managing Water in the Environment*

Objective: To ensure that the location of new development is not situated in areas of flood risk, will not exacerbate or contribute to flooding elsewhere, and will not adversely affect biodiversity and landscape within the CCWWD AONB.

## Tisbury and West Tisbury Neighbourhood Area - Flood Zones 2 or 3



Above: Flood Risk in the Neighbourhood Area (Wiltshire Council)



59. Parts of the Nadder Valley are liable to regular flooding, see Flood Risk in the Neighbourhood Area - Flood Zones (p.18). They are classified into risk areas - medium risk (Zone 2), flood-prone areas (3A), or functioning floodplain (3B), at the intersection between The Avenue and Court Street at the south-eastern boundary of Tisbury and Stubbles adjacent to the South Western Hotel.



Left and Right: Entrance to Stubbles affected by river flooding, March 2016

60. There are two reservoirs near to Tisbury - Old Wardour Castle Lake and Wardour Park - that fall under flood category 3B and 3A, respectively. As the maps above clearly indicate there are areas in the neighbourhood plan area that are subject to significant risk of flooding. Some of these areas serve to retain the natural character of the local area. The water meadows along The Avenue are particularly valued by the community due to their landscape, biodiversity and amenity benefits.

61. It is paramount that development must not exacerbate existing flood risk in the plan area.<sup>24</sup> The National Planning Policy Framework (NPPF) (paras 100 – 104) does not entirely preclude development in flood-risk areas, but such development should be directed away from areas at highest risk. Planning applications should meet a sequential test to demonstrate that development proposed for these areas cannot be located elsewhere in zones with a lower

propensity for flooding.

62. The higher tributaries of the River Nadder that join the Hampshire Avon SAC flow through the Tisbury and West Tisbury Neighbourhood Area. Although TisPlan's vision provides for a modest amount of housing development, it should be noted that the River Avon SAC currently presents a significant constraint for further dwellings in the area, not least given the current sewage infrastructure.

63. In particular development may result in:

- Direct adverse physical effects on the banks and the river itself (mitigated by controls within the planning process and limited to proximity to the SAC in the plan area)<sup>25</sup>
- Surface water runoff and groundwater pollution during construction phases (mitigated by controls within the planning process and limited to proximity to the SAC in the Neighbourhood area)
- The redevelopment of Station Works, may present a risk to the features of the River Avon SAC due to potential contamination and the site's close proximity to the river, despite it lying some 2 kilometres upstream from the SAC
- Increased phosphate discharges from sewage treatment works or package treatment plants.<sup>26</sup> Such an increase may exceed the government's target for phosphate levels in the River Nadder

64. According to Wiltshire Council, evidence suggests that the targets in the Hampshire Avon nutrient Management Plan, especially with regard to phosphate load, are unlikely to be delivered by 2021. Natural England and the Environment Agency advise that new residential development within the catchment of the Hampshire Avon needs to be 'phosphate neutral', a term that applies when determining planning applications and to development proposed in local plans,

24 See River Avon Basin Management Plan which forms part of the South West River Management Plan available from <https://www.gov.uk/government/publications/south-west-river-basin-district-river-basin-management-plan>

25 The SAC designation extends into a small part of the neighbourhood plan area at Upper Chicksgrove.

26 As of November 2017, calculations of phosphate absorption capacity are based on 200 houses over the current Core Strategy period (2015-2026) at the Tisbury Sewage Treatment works.

including neighbourhood plans. Always provided it can be demonstrated that development will be phosphate neutral, then it is unlikely to have a significant effect on the River Avon SAC in relation to the site's conservation objectives.<sup>27</sup>

65. The current position is that all new development permitted between 2018 and 2025 must be 'phosphate neutral' and this will be achieved by delivering the measures contained in the Interim Development Plan (IDP) agreed by the River Avon SAC Working Group. This requires higher optional water efficiency standards provided for by the building regulations which are currently a maximum water use of 110 litres per person per day (G2 of the Building Regulations 2010). Additional mitigation measures will be funded through CIL payments. In exceptional circumstances, it may be necessary for developers to provide for further measures beyond those funded by CIL.

## *Policy HNA.3 Managing Water in the Environment*

New development must be built to the highest optional water efficiency standards provided for by building regulations which are currently a maximum water use of 110 litres per day (G2 of the Building Regulations 2010).



Above left and right: Flooding along Tisbury Row adjacent to the water meadows  
Top, right: Fields south of The Avenue affected by river flooding, March 2016  
Below, right: Flooding at Three Arch Bridge, Tisbury



<sup>27</sup> A Memorandum of Understanding has been signed by the statutory agencies, water companies and local authorities covering the Hampshire Avon Catchment that describes how phosphate neutral development may be delivered. It requires Wiltshire Council to put in place effective and proportionate measures to remove, mitigate or offset the phosphate load from qualifying developments. These will be delivered predominantly by Wiltshire Council through the CIL. However, there may be instances for some larger developments, where mitigation measures may need to be delivered on-site to achieve phosphate neutrality. In order to minimise the offset to be delivered by CIL, Wiltshire Council will seek to ensure that new residential development will be built to the highest water efficiency standards provided for by the building regulations.



## 2.3. Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Historic and Natural Assets

Policy	Action
HNA.1	<ol style="list-style-type: none"> <li>1. Consider a local offset site (e.g. field under community ownership) for the replacement of trees and shrubs cut down through development to avoid net loss in local CO<sub>2</sub> absorption capacity and encourage biodiversity on designated public land.</li> <li>2. Seek additional protection for green infrastructure, such as the water meadows, south of The Avenue, Tisbury to protect their biodiversity and the landscape.</li> <li>3. Encourage effective management of natural assets to restore and protect biodiversity, such as in the Oddford Valley CWS.</li> <li>4. Minimise light pollution through the CCWWD AONB Dark Skies initiative (e.g. turning public lighting off at midnight).</li> <li>5. Support co-ordination of regular monitoring of local biodiversity and landscape status by local environmental groups (e.g. through grants), in conjunction with the CCWWD AONB, Wiltshire Wildlife Trust etc. Such data could be used to inform biodiversity and landscape considerations for individual planning applications. The Wiltshire Biodiversity Action Plan* should be closely linked to development.</li> </ol>
HNA.2	<ol style="list-style-type: none"> <li>1. Review or revise recommendations from the Conservation Area Appraisal (CAA) including additional measures to protect non-listed buildings of historic value in the Conservation Area.**</li> <li>2. Encourage relevant authorities to liaise with the Parish Councils to improve the protection and restoration of historic assets and buildings</li> <li>3. Encourage adherence to design principles that respect the character of the area, for example: <ul style="list-style-type: none"> <li>• Support an updated assessment of listed buildings, including the status of historic non-listed buildings of importance to the community</li> <li>• Support for the sustainable use of Chicks Grove Quarry and the reuse of local traditional building materials</li> <li>• Identify and record locally important and distinctive boundary features and materials so that these may be taken into account in the design of any new development within the Neighbourhood Area.</li> </ul> </li> </ol>
HNA.3	<ol style="list-style-type: none"> <li>1. Adopt the recommendations of the Environment Agency's review of South Wessex reservoirs that the floodplain area is made the subject of a Conservation Management Plan, which will focus on the ecological value of this area.</li> </ol>
General	<ol style="list-style-type: none"> <li>1. Each parish to nominate a Parish Councillor with a special interest in historic and natural assets to be responsible for coordinating the action points above.</li> </ol>

\* See Wiltshire Biodiversity Action Plan, available from <http://www.wiltshire.gov.uk/biodiversity-wiltshire-action-plan.pdf>

\*\* See Tisbury Conservation Area Appraisal [www.tisplan.org.uk](http://www.tisplan.org.uk) list of unlisted buildings of local importance) and suggested Article 4 directions. Available from [www.tisplan.org.uk](http://www.tisplan.org.uk)

## Section 3: Housing and Buildings

*VISION: The settlement of Tisbury will increase moderately in size so that development contributes to its strong sense of community, served by a broad mix of housing. A limited amount of development will be permitted in West Tisbury. Buildings and layouts will be sympathetically designed so that they blend with the character of the existing settlements, respect the constraints and aspirations of the CCWWD AONB and are built to high energy efficiency standards.*

*The redevelopment of available and suitable brownfield sites will meet local housing and employment needs over the plan period.*

### 3.1. Background and Rationale

66. House prices within the plan area are some of the most expensive in Wiltshire.<sup>1</sup> Another significant factor is the availability of the railway station which may be inflating house prices, but nevertheless supports the sustainability of the community.

67. The population in the area has a higher proportion of residents within the 45-59 and 60+ age groups (54.9% for Tisbury and 56.1% for West Tisbury) compared to the regional and national averages (46.5% and 41.7%, respectively) (Source: Census, 2011). This may possibly be due to the desirability of the area as a place to retire, but also potentially because of the relatively high costs of home ownership and market rental prices which may discourage younger people from living in the area.

68. TisPlan must anticipate demand for a broad range of additional housing

to meet local needs. When considering these needs, it should be borne in mind that, given the demographic profile of the local ageing population, it is predicted that about one quarter of the current housing stock will inevitably change ownership at some point during the next 20 years.

69. Carefully planned development can enable the various housing needs in the community to be met, including smaller or lower-cost housing options. However, TisPlan also seeks to provide for the increasingly older demographic, and development should facilitate the objective of enabling older people to live independently.

70. To achieve all of this, the Plan aims to ensure that housing development remains relevant to local needs, and supports local people who otherwise may be obliged to move away from the area. TisPlan will welcome initiatives (as Community Land Trusts for example) which could provide for affordable housing in perpetuity as part of a locally-driven, lower cost housing supply, specifically designed to meet that need.

71. The 2019 Housing Needs Survey conducted by Wiltshire Council shows that demand is almost exclusively for one and two bedroom properties whereas the 2011 Census indicated that the actual provision of smaller properties was below the national average.<sup>2</sup>

72. TisPlan has identified a brownfield site which should be used to address housing requirements. Station Works is allocated as the principal site for mixed development and, as well as retaining land for commercial uses, it is expected to deliver sufficient dwellings to meet housing targets beyond the period of the current Core Strategy and into the period of the Local Plan Review to 2036. At the time this Plan was being prepared a proposal to provide eight dwellings within the curtilage of the Tisbury Catholic Church was making good progress.

<sup>1</sup> Comparative property value data is available on Zoopla's website <https://www.zoopla.co.uk/market/uk/>

<sup>2</sup> Source: Tisbury Housing Needs Survey, February 2019, Wiltshire Council. Available from [www.tisplan.org.uk](http://www.tisplan.org.uk).



73. As a cluster of hamlets, West Tisbury lies predominantly outside the main settlement boundary. It is not anticipated that West Tisbury will contribute to the broader housing targets set out in the Wiltshire Core Strategy. However, there are some small brownfield sites within West Tisbury with scope for redevelopment, always provided that there is no adverse affect on the character of the landscape in the CCWWD AONB<sup>3</sup> and *Policy EB.1*.

## 3.2. Housing and Buildings Policies

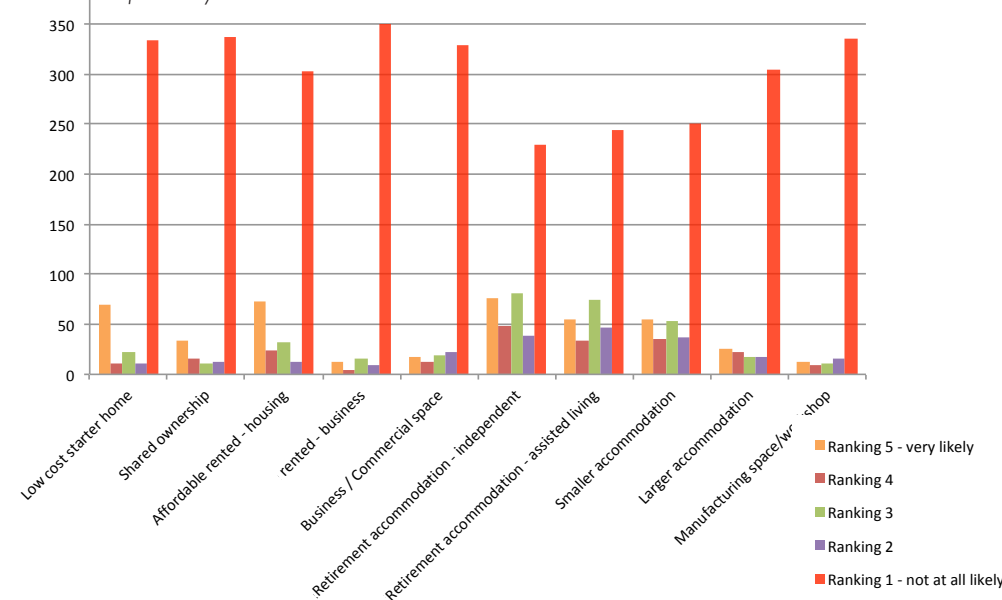
### *Buildings BL.1 Providing a Broad Mix of Housing*

Objective: To meet the overall housing needs of the community there should be a broad mix of housing types, including sufficient provision of affordable or “low-cost” dwellings and suitable accommodation to meet the needs of an ageing population.

74. Responses to the TisPlan questionnaire (Question 4) asking how likely it is that residents will require different accommodation before 2026<sup>4</sup>, indicated that the overwhelming majority do not expect to require alternative accommodation. The results therefore suggest that new housing should reflect the needs of both older and younger members of the population.

75. There is evidence of a need for affordable housing, low-cost starter homes (both for purchase and rental) and a demand for retirement accommodation - consistent with the anticipated requirements of the ageing population seeking suitable accommodation for ‘downsizing’. It is also consistent with Tisbury Parish Council’s ‘Vision for Tisbury’, when in 2012 Councillors expressed their concerns that affordable housing in the community should be allocated to local people (preferably for ‘starters’ and older people) with family, employment or history associated with the village.

Below: TisPlan questionnaire results, Question 4 likely accommodation/ premises required by 2026



Minimum housing need over the next 3 years (from February 2019) for new affordable housing in Tisbury Parish only:

Subsidised Rented Housing		Shared Ownership/Discount market homes	
One bedroom	3	One bedroom	2
Two bedroom	1	Two bedroom	2
		Three bedroom	1
Sheltered Housing for Older People			
One bedroom	3		

Source: Tisbury Parish Housing Need Survey (Wiltshire Council, February 2019)

Please note that recommendations for numbers of bedrooms in subsidised rented properties are where possible made in line with the ‘family size’ criteria implemented as part of the Housing Benefit changes by the 2012 Welfare Reform Act.

Please note that recommendations for numbers of bedrooms in shared ownership/discounted market properties are based on the number of bedrooms wanted by respondents, applicants can purchase the size of home they are able to afford.

<sup>3</sup> Further consideration of the Question 5 Rank 5 (most preferred) locations shows that of those respondents who answered the question, an overwhelming 50% would favour re-development of brownfield sites, against only 2% in favour of development on greenfield sites. There is support for the re-development of redundant agricultural buildings.

<sup>4</sup> At the time of the TisPlan questionnaire (2015), TisPlan had not yet concluded that it should extend into the next Core Strategy period and was working within the timeframe of the current one (2015-2026).

76. There is just one residential care home in Tisbury, with accommodation for approximately 20 residents. In addition, Nadder Close caters for approximately 50 residents in independent living accommodation. As the TisPlan questionnaire data suggests, there may well be a significant demand for targeted accommodation for older people during the plan period. Of the respondents to Question 4 of the 2015 questionnaire who said it is very likely that they will require alternative accommodation during the plan period, a significant number (30%) predicted a requirement for some form of retirement accommodation; 13% of those who responded to Question 4 anticipated that they may need assisted living and 17% requested provision for independent retirement accommodation.



Above: Albany House Residential Home, Tisbury



Above: Quality affordable homes, Wyndhams development, Hindon Lane, Tisbury

### *Policy BL.1 Providing a Broad Mix of Housing*

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

In particular, proposals should detail how they have addressed:

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

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

### *Buildings BL.2 Affordable Housing*

*Objective: To give priority to those with a local connection (residential, employment or recent history) to Tisbury and West Tisbury, for the allocation of affordable or lower cost dwellings.*

77. Affordable housing includes social rented, affordable rented and other forms of affordable housing that comply with the national definition outlined in the NPPF, 2018 which recently has been extended to include starter homes.

78. Under Wiltshire Core Strategy Core Policy 43, all residential development of five or more dwellings should deliver affordable housing. In Tisbury parish this is a minimum of 30% affordable housing and in West Tisbury parish a minimum of 40% affordable housing.

79. The results from the 2015 TisPlan questionnaire indicate there is demand across the Plan period for low-cost housing, and affordable housing and this is supported by the findings of the Wiltshire Council 2019 Housing Needs Survey.

80. In both the TisVis and TisPlan consultations feedback indicated support for a continued priority in perpetuity for local people in the allocation of affordable housing, in accordance with Wiltshire Council's Allocations Policy.<sup>5</sup>

<sup>5</sup> As defined in Wiltshire Council Affordable Housing Allocations Policy (Section 9). Available from <https://www.homes4wiltshire.co.uk/Data/Pub/PublicWebsite/ImageLibrary/Full%20Council%20policy%20Feb%2018.pdf>



*Policy BL.2 Affordable Housing*

Where a legal (Section 106) agreement is negotiated for affordable housing, this should include a provision for the allocation of affordable homes to be prioritised to eligible people (in accordance with Wiltshire Council's Allocations policy) who have a local connection. In practice this means that eligible applicants in each Parish will be afforded priority for affordable housing developed within their own Parish and the same opportunity in the other Parish if properties remain unallocated after the first offers.

*Buildings BL.3 Development on Brownfield Sites*

*Objective: To permit the allocation and appropriate development of available and deliverable brownfield sites according to their size and location.*

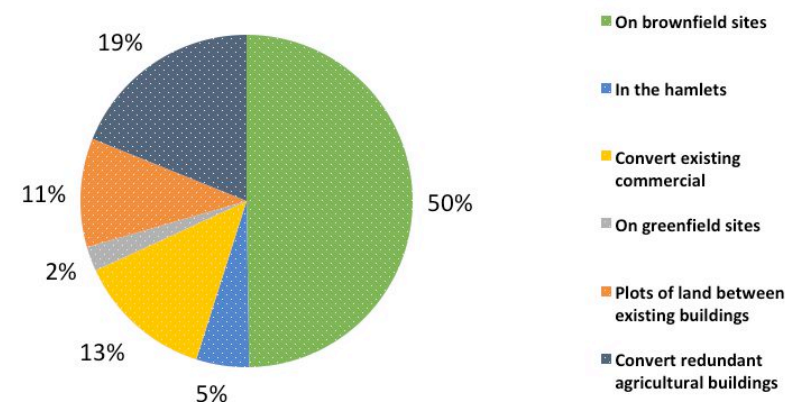
81. Development on brownfield (previously developed) land is encouraged in the National Planning Policy Framework (NPPF) as well as the Wiltshire Council Core Strategy. Local Authorities are also required to hold a register of brownfield sites capable of being developed for housing, thus affording planning permission in principle on these sites.

82. As demonstrated by consistent results from both TisVis in 2007 and in the TisPlan questionnaire (Question 5), local residents overwhelmingly support development of brownfield sites as a priority and are strongly against any greenfield development.

83. The adverse visual impact on the landscape arising from greenfield development is also highlighted in the TisPlan Site Assessment Report<sup>6</sup>, particularly in relation to any potential development along The Avenue.

<sup>6</sup> See TisPlan Site Assessment Report. [www.tisplan.org.uk](http://www.tisplan.org.uk)

Question 5. Where should new homes be built by 2026  
Ranking 5 - most preferred



Above: TisPlan questionnaire results, Question 5 "Where should new homes be built"

84. The results from the community questionnaire (Question 6) indicated that the community would be willing to support a change of use at Station Works from employment land to enable at least part of the site to be developed for residential purposes: the objective being to make efficient use of the land and deliver an appropriate development which relates well to its rural setting. For detailed criteria on the brownfield site at Station Works see [Policy BL.7](#).

85. The redevelopment of the brownfield site of the former Magistrates' Court and Police Station could support the expansion of small businesses or extended retail offer so that any future increase in population is served by a corresponding expansion of local services and business opportunities in the centre of Tisbury. A mix of retail and office units would be ideal; flats or apartments in a mixed use scheme could be used for starter homes or those looking to downsize. The development of the site should explore the potential for a comprehensive approach to be taken with all the landowners of the adjoining site of the car park to the rear and the telephone exchange. A comprehensive approach should consider any provision that could address fire service requirements.

86. There is potential for traditional agricultural buildings that struggle to be used economically for commercial farming purposes to be redeveloped for

alternative uses which could provide employment or wider economic benefit. There are numerous good examples of the conversion of farm buildings within the Tisbury area and surrounding parishes, where farm buildings have been subject to change of use to provide employment opportunities, or wider farm diversification, for example to support tourism (B&Bs) and genuine live/work units as well as housing.

87. Such redevelopment is supported by the CCWWD AONB Management Plan, subject to design, scale and type of operation.<sup>7</sup> Redevelopment must recognise access restrictions for larger commercial vehicles due to narrow country lanes (outlined in [Section 4 Transport](#), and particularly [Policy TR.3 Traffic Impact and Road Safety](#)), and therefore commercial use must be planned sensitively.



Above: Brownfield Site at Station Works



Change of use at the Tithe Barn at Place Farm, before (right) and after (left) renovation from agricultural use to a multi-purpose art gallery and local employment space

## *Policy BL.3 Development on Brownfield Sites*

Proposals for the redevelopment of deliverable brownfield sites will be supported, subject to:

1. The character of the Cranborne Chase and West Wiltshire Downs AONB not being adversely affected,
2. Policy EB.1 not being compromised, and
3. There being no unacceptable impact on the local road network.

Proposals for brownfield housing developments that contribute to meeting the planned housing requirement to 2036 are encouraged.

Proposals to bring redundant and/or vacant historic buildings back into beneficial use will be supported subject to the three requirements set out above.

Proposals for mixed development (i.e. both housing and business on the same site) must ensure that neither development has any adverse impact on the other in terms of noise, light, design, smell and parking. Where proposed development is in existing residential areas, the amenity and living conditions of other residents must not be adversely affected.

<sup>7</sup> See the Cranborne Chase and West Wiltshire Downs AONB Management Plan, available from <http://www.ccwwdaonb.org.uk/publications/aonb-management-plan/>



### *Buildings BL.4 Design and Landscape*

*Objective: To ensure that the design of new development will be sensitive to the local character, landscape and vernacular.*

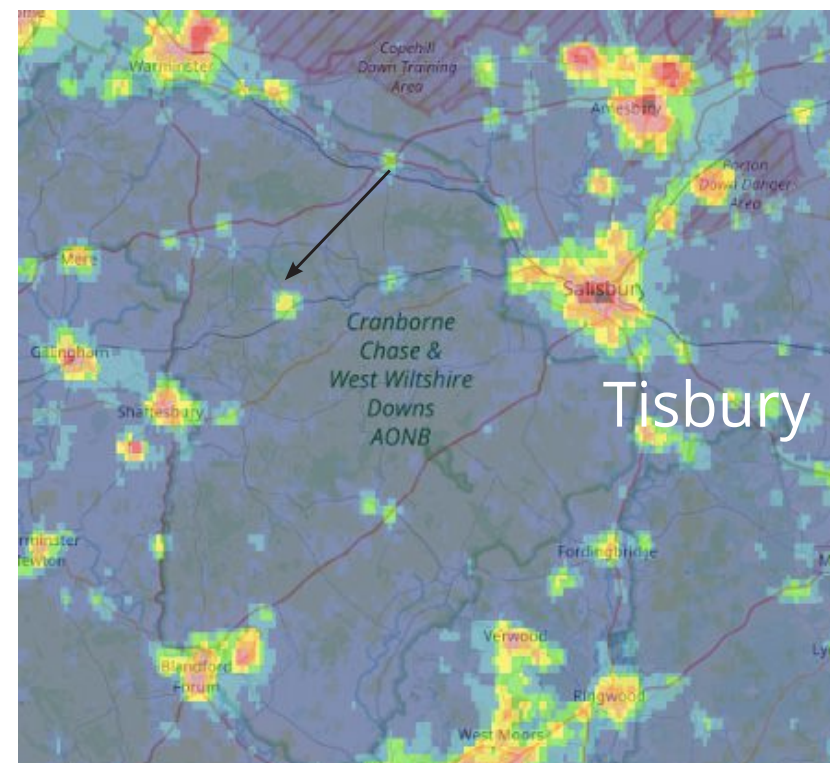
88. As the Neighbourhood Area lies within an AONB it is essential that it conserves its historic natural and built environment and avoids any adverse impact on local vistas. TisPlan recognises the potential to accommodate well-designed modern buildings, but these must be sensitive to the local vernacular and the surrounding landscapes.

89. With the expectation for modest growth in the Tisbury area over the plan period it is unrealistic to expect that the current landscape will remain entirely unaffected but nevertheless this is a landscape with high natural and cultural value, which needs to be safeguarded.

90. Research has also shown that the CCWWD AONB has one of the lowest levels of light pollution in the country<sup>8</sup>. Measures to minimise the impact of new development on the night sky are proposed in the CCWWD AONB Management Plan, supported by Wiltshire Council and are specifically adopted within TisPlan *Policy BL.5 Energy*.

91. Development must contribute to the conservation and enhancement of the CCWWD AONB, particularly in the protection of vistas within and into the Tisbury Conservation Area, which might otherwise be impacted adversely (see *Policy HNA.2, Tisbury Conservation Area*).

92. The Landscape Character Assessment in August 2008<sup>9</sup> by Salisbury District Council highlights the importance of particular vistas within the plan area. The conservation of landscape features identified as being in need of safeguarding, such as the views from Tuckingmill towards the centre of Tisbury, must be taken into consideration in determining planning applications in the TisPlan area.



Above: Light pollution in the CCWWD AONB with the Neighbourhood Area indicated by the arrow (Source: Cranborne Chase and West Wiltshire Downs AONB)

8 More information on the CCWWD AONB Chasing Stars Initiative to attain international Dark Skies Reserve status is available on the Cranborne Chase and West Wiltshire Downs AONB website.

9 See Landscape Character Assessment. Available from <http://www.wiltshire.gov.uk/planningpolicyevidencebase/southwiltshirecorestrategyevidencebase.htm#SalisburyLandscapeCharacterAssessment> and <http://www.wiltshire.gov.uk/planningpolicyevidencebase/southwiltshirecorestrategyevidencebase.htm#SalisburySettlementSettingAssessment>



*Above: View to Station Works from the west*

*Below: Views of the Water Meadows, The Avenue, Tisbury*

*Top, right: View into Tisbury (Hindon Lane) from Place Farm, Tisbury*



93. The water meadows alongside The Avenue in Tisbury are a significant natural feature, valued by residents and visitors alike. The fields in question are a vital asset to the village and a hugely valuable amenity for the whole community.

94. The fact that these are neither parks nor play grounds, but agricultural lands has the effect of bringing the countryside right into the heart of the village and is a fundamental component of the village's rural character. The community is committed to the conservation of these fields as open space, as indicated by responses in the TisPlan questionnaire.

95. This was further demonstrated by strong resistance to outline pre-application proposals in 2017 that the fields to the south of The Avenue be developed for housing. The contribution of the water meadows in defining the character of the village is as significant as the many listed buildings and the Conservation Area.

96. The designation of the Tisbury Village Conservation Area in 2009 provides the basis on which the character of the village will be conserved and enhanced, and it is therefore a vital source reference for development proposals within its boundaries.



*Policy BL.4 Design and Landscape*

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

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

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



Above: The Cross, on the corner of the High Street and The Quarry a re-development of a former public house, which retains the stone heads made by James Rixon, a local stonemason in the 19th Century



Above left: historical image of the Chicksgrove Quarry (early 20th, courtesy of Tisbury History Society)

Above right: Chicksgrove Quarry in 2018

### Buildings BL.5 Energy

Objective: To ensure all new development is built to low-energy standards.

97. The UK has one of the least efficient housing stocks in Europe.<sup>10</sup> The Tisbury area is heavily dependent upon electricity and oil for heating, as there is no connection to mains gas.<sup>11</sup>

98. There is potential for small hydroelectric schemes, given that the local area is crossed by the River Nadder and its tributaries.<sup>12</sup> A number of community solar schemes have been integrated into commercial properties in the plan area, providing an estimated 383.6kw hours of solar power (2018 data)<sup>13</sup>.

99. TisPlan and the Parish Councils support renewable energy schemes. However, because the plan area is within an AONB, any development must not adversely affect the character of the local area, as outlined in the current CCWWD AONB Management Plan (2019-2024).



Hydroelectric Station at Fonthill Lake

### Policy BL.5 Energy

New buildings (and extensions) designed to exceed the energy standards, as set out in building regulations, are encouraged, always providing that such proposals do not compromise the character of the Cranborne Chase and West Wiltshire Downs AONB, particularly its landscape and historic assets.

Any retrofitting to historic buildings should always seek to safeguard their historic characteristics. Where feasible, development should consider maximising the integration of energy-related infrastructure. For example, efforts that seek to link on-site renewable energy to existing properties will be welcome. Also, roof designs might incorporate solar PV either for immediate or future installations.

Lighting installations that are subject to a planning consent should address the recommendations of the Cranborne Chase and West Wiltshire Downs AONB Chasing Stars Initiative\*.

Requirements for plug in vehicles and ultra-low energy vehicle infrastructure should be incorporated within all new housing and employment development.

\* Details of the CCWWD AONB Chasing Stars Initiative is available from <http://chasingstars.org.uk/>

<sup>10</sup> Centre for Sustainable Energy - a Guidebook to Low-Carbon Neighbourhood Planning (2016).

<sup>11</sup> Local gas production in Tisbury ceased c.1921.

<sup>12</sup> A small, local hydroelectric plant exists at nearby Fonthill Lake.

<sup>13</sup> Nadder Community Energy Chairman's report 2018, available on the [NCE website](#).



*Buildings BL.6 Infrastructure Provision*

*Objective: To ensure the timely provision of integrated infrastructure which reflects local needs and priorities.*

I00. Infrastructure is defined as “the fundamental services necessary for development to take place, for example, roads, electricity, sewage, water, education and health facilities.” For any modern development, this also includes provision of communications infrastructure. Any development is more effective and efficient when infrastructure is in place prior to completion.

I01. In addition, there are elements of infrastructure provision detailed elsewhere in TisPlan policies that, where relevant, should be included in the conditions of planning approvals, or Section I06 agreements. These include, for example, [Policy TR.3](#) provision of additional passing places, improvements to verges or traffic calming and safety measures; [Policy TR.4](#) protection and expansion of the sustainable transport network, provision of dropped kerbs and provision of pavements and [Policy LCW.3](#) the provision of amenity space.

I02. However, infrastructure (whether energy, communications or otherwise) can have an adverse impact on the historic and natural characteristics of the CCWWD AONB. Inappropriate siting of infrastructure such as masts, dishes, reflectors and transmitters may adversely affect local character. Provision of infrastructure in new developments should seek to ensure there is no adverse impact.

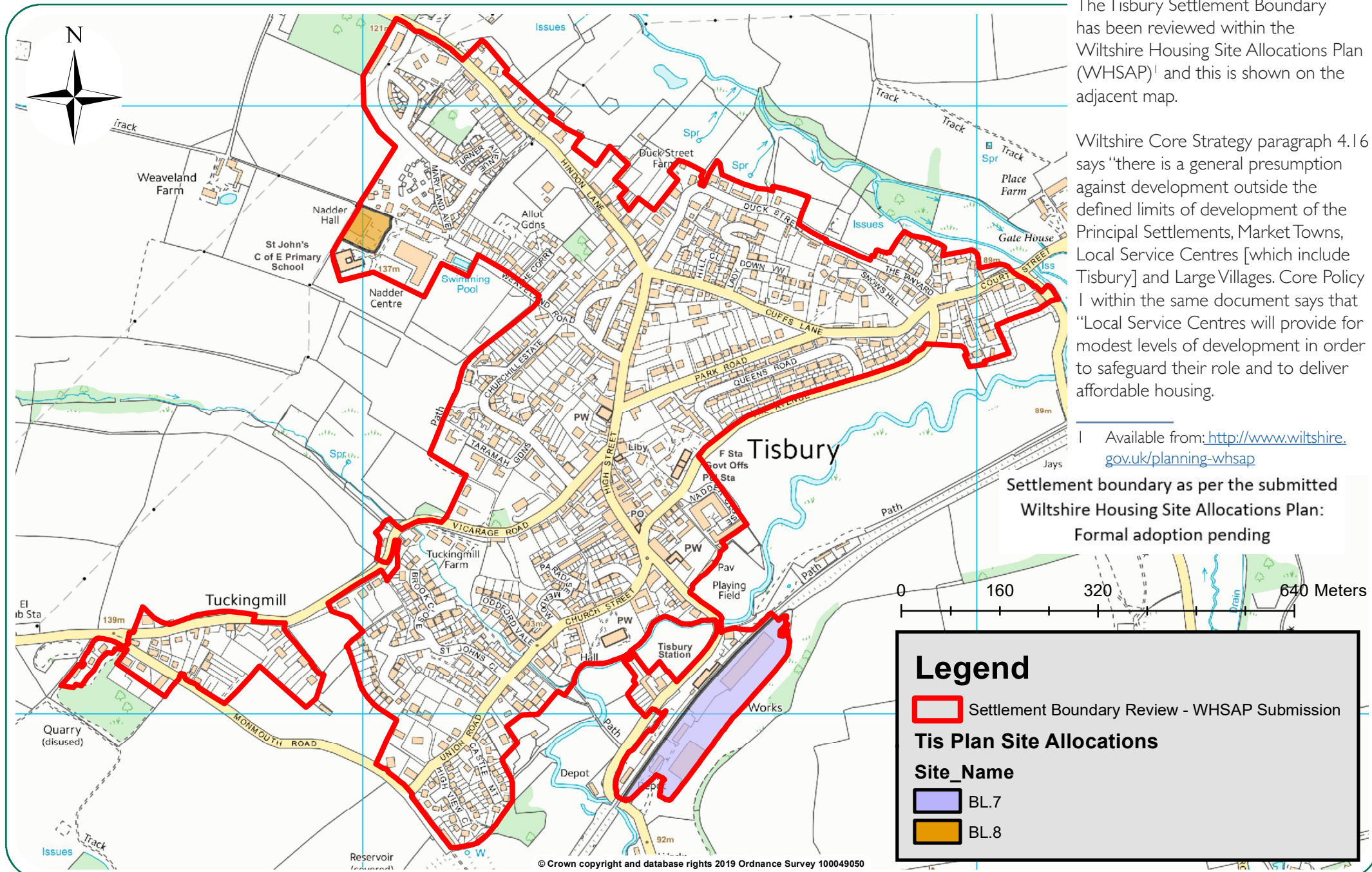
*Policy BL.6 Infrastructure Provision*

The siting of infrastructure should identify and address any adverse impact on local character and the Cranborne Chase and West Wiltshire Downs AONB. All cabling should be underground, where feasible, and pole-mounted transformers should be avoided.

All development is expected to provide for high-speed communications infrastructure (e.g. broadband or equivalent) to anticipate increasing trends in home-working and increasingly technology based lifestyles. Ideally this should be operational before a development is occupied.

### 3.3. Site Allocations

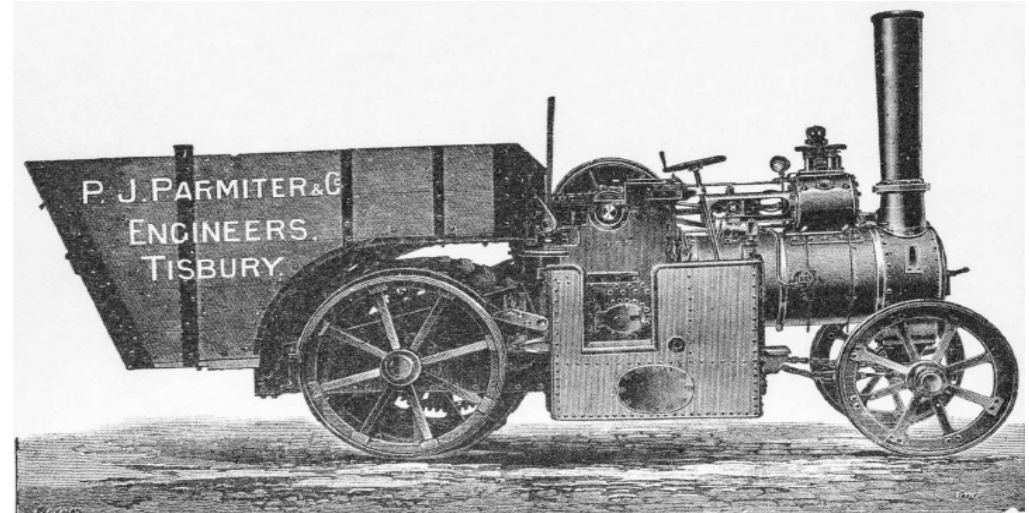
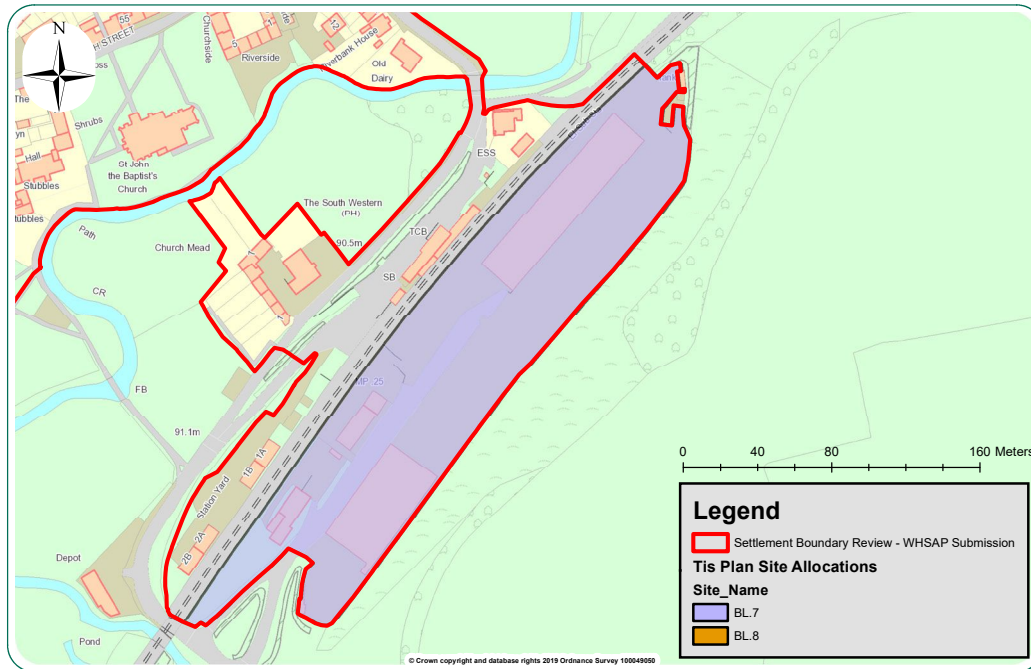
#### Site Allocations and Settlement Boundary



The Tisbury Settlement Boundary has been reviewed within the Wiltshire Housing Site Allocations Plan (WHSAP)<sup>1</sup> and this is shown on the adjacent map.

Wiltshire Core Strategy paragraph 4.16 says "there is a general presumption against development outside the defined limits of development of the Principal Settlements, Market Towns, Local Service Centres [which include Tisbury] and Large Villages. Core Policy 1 within the same document says that "Local Service Centres will provide for modest levels of development in order to safeguard their role and to deliver affordable housing.



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

Above: Parmiter engine carrying coke to local farms (early C20th, courtesy of Tisbury History Society)  
 Below left and right: vacant buildings at Station Works, 2017 with some limited employment uses on-site

**Previous and current uses**

I03. The uncompromising built form of the site opposite Tisbury Railway Station (known as Station Works) currently has a very detrimental impact on the landscape of Tisbury. From the 1890's until 2006, the site had a long history of heavy industry. The railway came to Tisbury in 1859, spurring industrial growth in the southern part of the settlement. Just to the east of the railway station was the site of Tisbury Gasworks, in production from the mid 19th Century until 1921. P J Parmiter and Sons Ltd, agricultural machinery manufacturers, moved to the Station Works site in c1901. At the height of their activity more than 120 employees worked at the site, a cornerstone of the local economy, until the company was dissolved in 2006

I04. Since 2002 the Station Works site has been the subject of two planning applications which proposed mixed use developments. Both applications were



refused, principally because, at the time, the site was outside the housing policy boundary. Despite on-going marketing, business activity has reduced significantly at Station Works, although it remains Tisbury's largest commercial site.

I05. A number of buildings have been demolished over recent years and those that remain are all nearing the end of their economic lives. Some units are currently let on short-term tenancies (mainly B8 Warehouse and Distribution); others are vacant and part of the land is used for open storage. However, there is an innovative and growing catering business on an adjacent area, the owners of which have indicated their support for comprehensive redevelopment of the whole site.

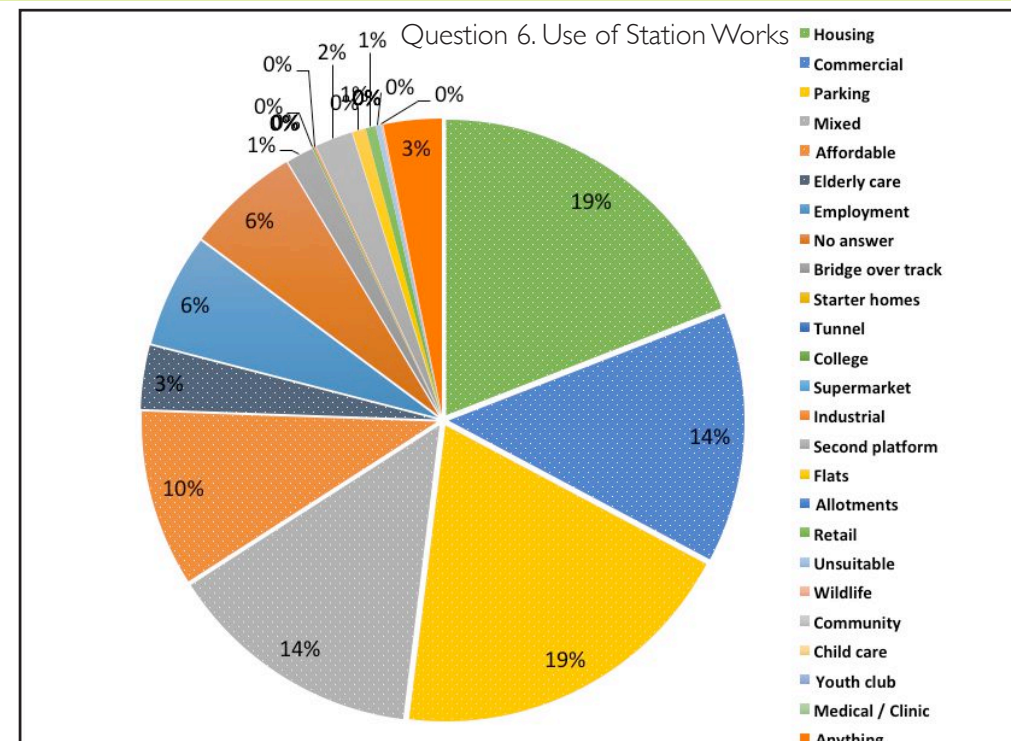
I06. The site's size and proximity to the railway station has great potential to respond creatively to meet the Neighbourhood Area's residential and employment needs.

I07. A mixed use, comprehensive development of the Station Works site has the potential to make a significant contribution to meeting local housing and business needs.

I08. The results of the TisPlan questionnaire (Question 6) indicate a clear mandate from the community that 'something needs to be done' with the Station Works site, with preferences for housing, employment units and parking.

Above, right: Community preferences for the use of Station Works (Question 6, TisPlan questionnaire, 2015)

Below: Derelict buildings, Station Works



I09. There is no doubt that the site is an eyesore and its redevelopment would be welcomed. A business park comprising units of a size and form required by modern businesses could attract a diverse employment offer. This could provide for technology-focused businesses, or similar enterprises within use Class B1<sup>14</sup> supporting the needs of smaller local firms, as well as businesses moving into the area. This would help to minimise out-commuting by extending the availability of local employment opportunities.

I10. A small-scale survey of local businesses in 2017 carried out by the TisPlan steering group suggested that there is demand from local businesses to relocate to the site. Many of them would appreciate employment units with good access to the railway. By providing accommodation to meet modern business needs, Station Works could achieve a greater density of employment, even if there were to be a net loss in the area of commercial land on the site. Indeed, this strategy has been endorsed by Wiltshire Council as part of their response to

14 Class B1. Business Use for all or any of the following purposes: a) as an office other than a use within class A2 (financial and professional services), b) for research and development of products or processes, or c) for any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. See Glossary of Planning Terms [www.tisplan.org.uk](http://www.tisplan.org.uk) for a definition of planning use classes.



the Reg 14 Consultation version of TisPlan and is supported by the NPPF.

111. The type of businesses that could be located on the Station Works site must be sensitive to the rural location with the CCWWD AONB and to residential amenities which suggests that uses should be limited to Use Class B1, rather than warehousing and distribution. The latter would generate increased HGV movements, leading to an adverse impact on the surrounding local roads to the A303 and the A30 – a major concern expressed by the neighbouring settlements of Ansty and Swallowcliffe.

112. As this is a mixed use site, development should be phased so that employment units are brought forward during the early stages of its development, in accordance with Wiltshire Core Strategy (CP2 Delivery Strategy) and residential development should be phased to satisfy the outstanding number of dwellings required before the end of the current Core Strategy to 2026. This should ensure that development is sustainable and in line with anticipated levels of modest growth for the Neighbourhood Area to 2036.

113. The density and design of the development should be the product of a robust Masterplan, responding positively to the exceptional environmental quality within the wider character area within the CCWWD AONB. A comprehensive development should ensure commercial viability of the site as well as delivering the community's mandate that the site must be redeveloped.

*Below, left: Existing public footpath to Tisbury Row which crosses the railway track at Station Works, a few metres east of Tisbury Station*

*Middle: Gate of footpath across railway tracks to Tisbury Row*

*Below, right: Listed bridge over the River Nadder, adjacent to Station Approach*



114. Development will be expected to demonstrate high standards of layout and design, making the best use of the unique characteristics of the site and reflecting the built environment elsewhere in the settlement. TisPlan expects the developer to take an innovative approach, responding to the site's contours, the relationship to its setting, the impact upon the character of the area, scope to provide interesting views into or out of the site and to create a sense of place.

### *Promoting sustainable transport in and around the site*

115. The site's potential to maximise the use of Tisbury Railway Station and to integrate sustainable infrastructure (such as electric bike schemes, cycle racks and electric car charging points) means it could actively promote sustainability (a core planning principle of the NPPF).

116. A new pedestrian crossing at the station would facilitate access in the event of the future dualling of the track, as well as ensuring a safe and direct route into Tisbury High Street. A footbridge may not be suitable for those with mobility issues and suitable alternative access, including expansion of footpaths, could be considered as part of any development on the site. This would require negotiation with both Network Rail and Wiltshire Council Highways.

117. Development of Station Works and Tisbury Railway Station upgrades should also consider improvements to the pedestrian access by the bridge across the River Nadder into the approach to Tisbury High Street from the railway station. Upgrades to the bridge itself may be difficult – it is Grade II listed and there are significant pedestrian road safety issues.

118. An alternative may be enhancements to the footpath on Station Road and at the Three Arch Bridge, encouraging pedestrians to use the Stubbles path as a preferred route to and from the centre of the village. TisPlan recognises that the timing of the provision of upgraded infrastructure may need to be tied to the overall viability of a development scheme.

## *Development constraints and mitigation*

119. The risks and potential impacts associated with development of Station Works are significant:

- i. It is noted that the site had previous industrial use as Tisbury gas works from the mid 19th century until the 1920s; and more recently it was a site for heavy industrial manufacturing. There are areas of the site that are seriously contaminated. Specialist investigation and decontamination of some areas of the site will be required, before development can proceed
- ii. It is also recognised that former industrial uses may affect the overall degree of commercial viability since residential development may not be feasible on all parts of the site
- iii. The close proximity of the site to the railway station and the extent of contamination on the site from its former industrial use may necessitate innovative measures to provide for the siting of open spaces and recreational facilities, which potentially may be off-site (see [Policy LCW. 3](#))
- iv. The site, which lies within the rural green corridor of the River Nadder, potentially supports Special Area Conservation (SAC) bat species. Development may lead to the loss or modification of buildings that the bats use for roosting, and disrupt their flight routes through the removal of vegetation and the installation of new lighting. An impact assessment will be required to identify any potential issues and mitigate risks
- v. There is an associated risk to the features of the River Avon SAC due to the potential scale of contamination and the site's proximity to the river, despite it lying some 2 km upstream from the SAC. Site remediation to

the satisfaction of Wiltshire Council's Environmental Health team and the Environment Agency will be necessary. An Environmental Impact Assessment will be expected to identify and mitigate the risks appropriately.<sup>15</sup>

- vi. Development of the site may also affect the skyline, impacting the Conservation Area. Development must take heed of the recommendations of the CCWWD AONB Management Plan.

120. Given the complexity of the site it is essential that a comprehensive approach to the development of the site is taken. [Policy BL.7](#) needs to be co-ordinated with other TisPlan policies (e.g. [Policy TR.4](#)) to ensure a strategic and comprehensive development of the Station Works site, within TisPlan's overall objectives and policies.

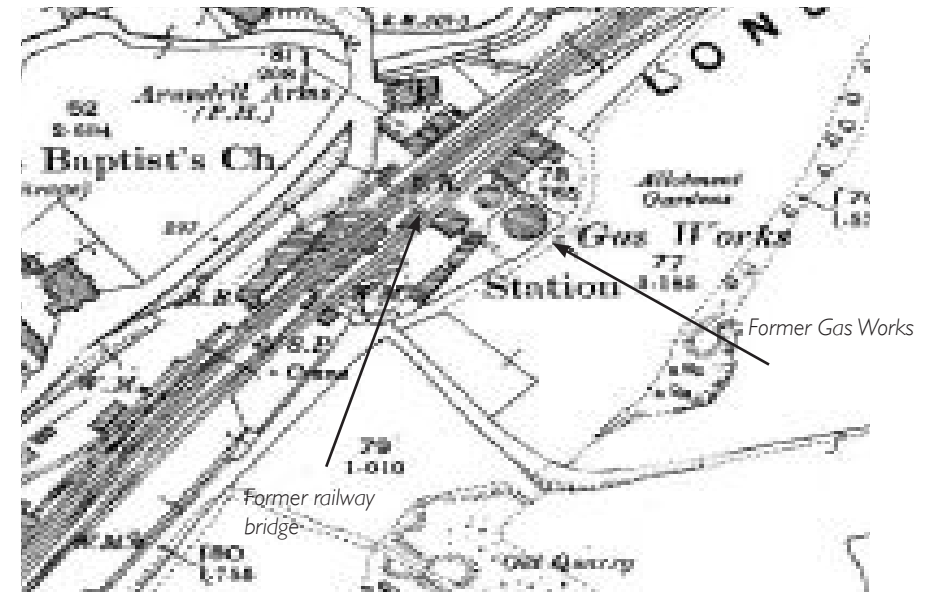
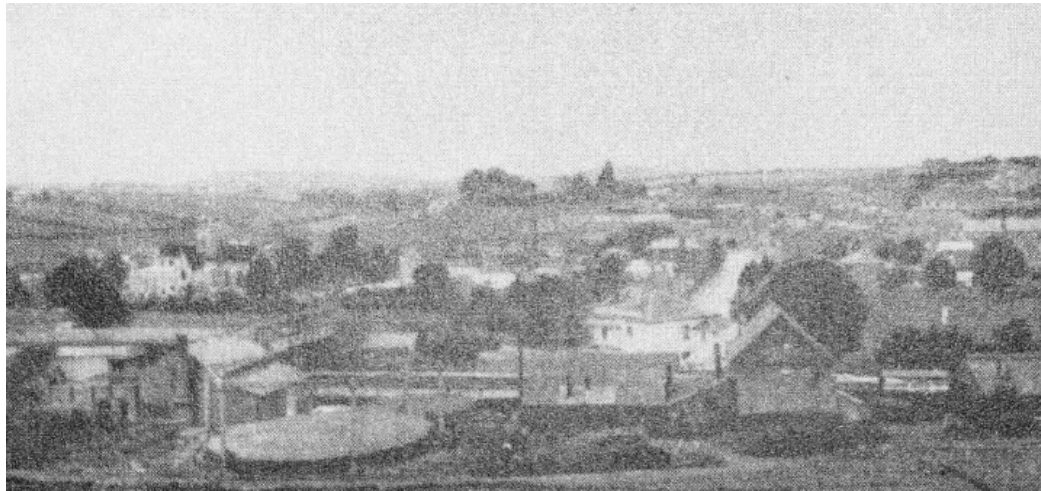
121. TisPlan recognises that an appropriate balance will need to be reached between the commercial expectations for the site and the aspirations of the community.

*Below: Previous dual-track and the 'down' siding, 1961 before 'Beeching' (courtesy of Tisbury History Society)*



18 This was advised by the Wiltshire Council Habitats Officer during the Reg 14 Consultation.





Above: Former gas works, view from Chantry, Station Works (early 20th, courtesy of Tisbury History Society)

Right: c. 1920 Ordnance Survey Map of Station Works, showing the site of the gas works and the former railway bridge

Below: Station Works today, view from the southern side of the railway line



### *Policy BL.7 Site Allocation: Station Works*

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

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

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

1. Proposals should be informed by a contaminated land survey and remediation scheme, the level of information provided to be in line with the Wiltshire Core Strategy.
2. Liaise with Network Rail (and other parties as required) to identify and safeguard land to meet their current and future operational requirements including appropriate access and parking provision for the southern side of the line.
3. Make provision for an appropriate pedestrian accesses to and from the new development and the rest of the village; and show how this is to be phased, as part of the development.
4. The estimated capacity of the site is 60 dwellings in two storey buildings plus commercial uses, but density overall must be appropriate for the edge of a rural settlement in an AONB with the potential to impact on the Conservation Area and two Special Areas of Conservation (SAC) (the River Avon SAC and the Chilmark Quarries SAC).
5. The Masterplan design and layout should detail the proposed:
  - i) mix of uses
  - ii) areas of public, private and amenity space
  - iii) movement routes for different users (into and out of Tisbury Railway Station)
  - iv) employment, residential and parking areas
  - v) building heights, envelope and density
  - vi) phasing of different uses
6. Make appropriate provision for affordable housing in accordance with Policy BL.2, at a minimum level of 30% in accordance with Wiltshire Core Strategy Core Policy 43. Opportunities for self-build should also be explored
7. Make provision for commercial uses, having particular regard for the needs of local and current on-site business, in accordance with Policy BL.3.
8. The residential and commercial development should be sensitively sited and designed to mitigate any associated adverse impact (such as height of buildings, noise, smell, pollution and visual impact) arising from either use; or from the use of the railway
9. The development must reflect the site's setting within the CCWWD AONB and its proximity to the Conservation Area. This should include consideration of the impact of traffic on the neighbouring settlements, the natural landscape and historic buildings in the CCWWD AONB, the effect on the skyline for potential light pollution and views from the south facing areas in Tisbury and the sensitivity of design, in relation to the vernacular of the adjacent Conservation Area zones. Landscaping should positively reinforce the site's setting in an AONB for all users and where possible result in a net gain for biodiversity in accordance with [Policy HNA.1](#)
10. Development should be of a very high design standard, reflecting the predominant local vernacular; e.g. use of local brick and stone building materials which predominate on the southern edge of the village and Tisbury Railway Station
11. All necessary species and habitat surveys must be carried out to determine the extent to which the development would affect the bat species that are features of the Chilmark Quarries SAC and appropriate measures taken to avoid and mitigate impacts to roosts, foraging and commuting habitats
12. Development should strive to have a minimal (approaching zero) environmental impact in its use of natural resources such as energy and water and consider how the development can have a positive environmental impact. Wherever viable, masterplanning should utilise industry best practice on integrating principles of sustainable, low-carbon design, including the use of renewable energy and energy efficiency (e.g. BREEAM Communities)

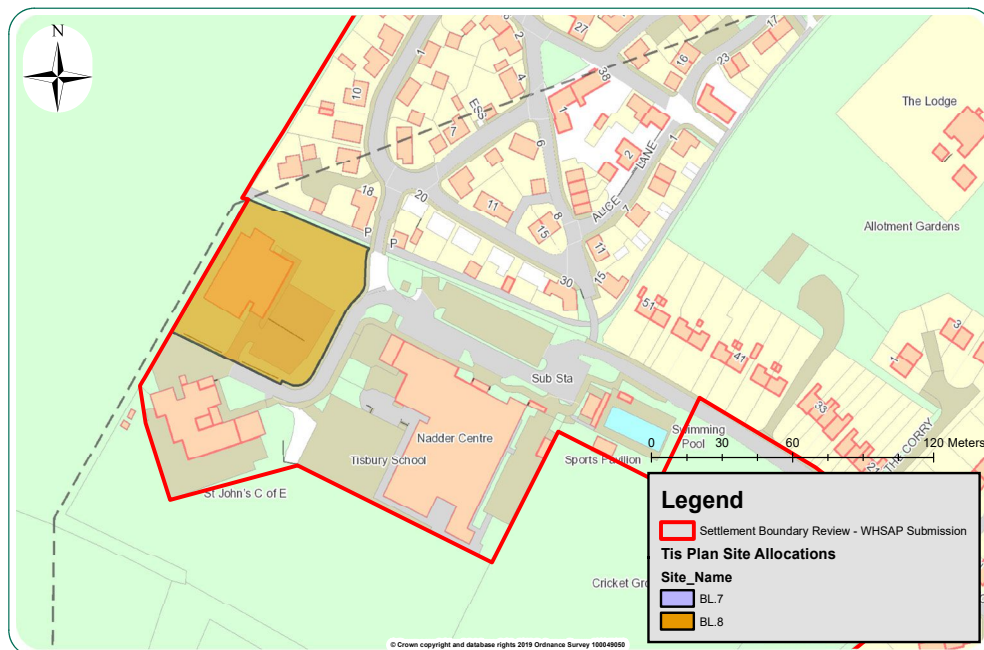


### *Buildings BL.8 Site Allocation: Site of the Former Sports Centre Adjacent to St John's Primary School*

The former Sports Centre: 0.35 hectares or 0.86 acres.

Objective: To safeguard the brownfield site of the former sports centre adjacent to St John's Primary School to allow for its future expansion or other community uses.

#### **Site Allocation BL.8**



I22. Since 2016, when the Nadder Centre opened, the former sports hall adjacent to St John's Primary School has been unoccupied. To prevent the site falling into disrepair and becoming a space for anti-social behaviour, consideration needs to be given to alternative uses.

I23. St John's Primary School has indicated the desirability of reserving a small part of this site to improve traffic circulation/parking at the School. The Nadder Community Land Trust has indicated that such arrangements could be incorporated within a community-led affordable housing development of the site.

I24. Accordingly, the site is allocated for uses which would benefit the community such as the provision of housing to meet identified housing needs.



Above: Former Tisbury Sports Centre, Weaveland Road (as of 2018)

### *Policy BL.8 Site Allocation: Site of the former Sports Centre adjacent to St John's Primary School*

The site of the former Sports Centre as identified on the adjacent map is allocated for redevelopment and, in principle, uses which meet community needs, such as community-led housing provision, will be supported subject to:

- i) appropriate alternative measures that address the condition relating to this site attached to Planning Consent I4/04907/FUL (Tisbury Nadder Campus), and
- ii) addressing of the reasonable requirements of St John's School relating to improved traffic circulation/parking arrangements, and
- iii) a design that is sensitive to the adjacent countryside and other uses, including the safeguarding of the children at the school

## 3.4 Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Housing and Buildings

Policy	Action
BL.2	<ul style="list-style-type: none"> <li>• Explore ways of providing affordable housing for people with a local connection, using S106 Agreements where necessary.</li> <li>• Consider support for the release of brownfield exception sites for affordable or low-cost housing, evidenced by up-to-date housing needs assessments.</li> <li>• Any financial contribution towards the provision of affordable housing will be spent on the delivery of affordable homes within the neighbourhood plan area, unless there are no suitable projects identified within 5 years (in which case the funds may be used to secure affordable housing elsewhere within Wiltshire).</li> </ul>
BL.4	<ul style="list-style-type: none"> <li>• Encourage local developers to reference the CCWWD AONB Position Statements, Fact Sheets and Advice Notes which provide additional information on aspects of the landscape, and specific types of appropriate development.</li> <li>• Identify and record locally important and distinctive boundary features and materials so that these may be taken into account in the design of new development within the Neighbourhood Area.</li> <li>• Produce a reviewed and revised "Design and Visual Impact" guidance.</li> <li>• Support the identified skyline areas and the need to conserve the CCWWD AONB landscape.</li> <li>• Create a local design guide to help residents understand design requirements sensitive to the area's historic and landscape features.</li> </ul>
BL.5	<ul style="list-style-type: none"> <li>• Support the CCWWD AONB Dark Skies Initiative.</li> <li>• Resist Highways preference for the installation of high-lumen conventional roadside lighting for all new developments. Support proposals for the use of low level lighting in appropriate locations (e.g. solar power).</li> </ul>
BL.6	<ul style="list-style-type: none"> <li>• Resist planning applications that have not made appropriate provision for infrastructure requirements, particularly within the Conservation Area.</li> <li>• Encourage local businesses and residents to work together to achieve enhanced broadband provision.</li> </ul>
BL.7	<ul style="list-style-type: none"> <li>• Tisbury Parish Council to appoint a sub-committee to liaise with Wiltshire Council and any prospective developer to ensure that the Station Works site is delivered in accordance with the community's mandate.</li> </ul>
BL.8	<ul style="list-style-type: none"> <li>• Explore measures to protect the site of the former sports centre from anti-social behaviour.</li> <li>• Encourage redevelopment of the sports centre site for the benefit of the community.</li> <li>• Press Wiltshire Council to transfer the site to the ownership of the local community.</li> <li>• Liaise with St John's School regarding the future of the sports centre site.</li> </ul>
General	<ul style="list-style-type: none"> <li>• Encourage developers to take a proactive approach by consulting with the Parish Councils at the pre-planning stage to provide early opportunities for community engagement.</li> </ul>



## Section 4: Transport (TR)

### *VISION: Transport*

*Provision for the use of more sustainable means of transport (walking, cycling and energy efficient vehicles) will be encouraged through improvements to non-vehicular rights of way, road safety and the provision of innovative parking facilities. Public and community transport services will expand, notably those serving Tisbury Railway Station and community-led transport, potentially funded from CIL investment.*

*Investment and modernisation of the local railway network (including Tisbury Railway Station) will need to be included as part of the comprehensive development of Station Works.*

### 4.1. Background and Rationale

I25. Tisbury is the largest settlement in the CCWWD AONB but the road network has remained largely unchanged since the early twentieth century. Tisbury lies midway between the A303 to the north - a major east-west trunk road - and the A30 to the south.

I26. The Neighbourhood Area is predominantly rural, connected by a network of narrow, unclassified roads. Many of the neighbouring villages, such as Ansty and Swallowcliffe, experience through traffic which serves Tisbury. There are no roads above C class level through any of the villages. The nearest B class road intended for east - west through traffic is at Hindon, 3.6 miles away to the north-west.

I27. Nationally and locally, modern transport has transformed both society and the economy. The car has enabled us to take advantage of a wide range of opportunities and advances in road haulage have led to the increased availability of consumer goods.

I28. At the same time, reliance on cars, vans and lorries has led to more congested roads, fewer people walking and cycling; and fewer people using local buses, resulting in a loss of these services, and associated impact on the environment. The narrow access roads in the TisPlan area are particularly unsafe for pedestrians and cyclists.

I29. The low railway bridges, arches, narrow country lanes and tunnels on the approach roads all combine to make vehicular access to Tisbury difficult and unsuitable for heavy traffic flows and wider vehicles; difficulties that have been experienced by the emergency services in particular. Four of the six access roads pass through places that are just one vehicle wide. These 'pinch-points' include the tunnels at Pythouse from Semley and on the Hindon Road from Hindon, the archway at Fonthill Bishop, and the narrow routes from the A30 through Ansty and Swallowcliffe.



Right: Railway bridge, Tisbury Row, Tisbury



Left: Three Arch Bridge approaching Tisbury Railway Station



*Left: Narrow access from Hindon tunnel on Stops Hill*

I30. Tisbury has an essential link to and from the area with the single-track railway on the London Waterloo-Exeter line. The railway station is well used and its direct link to London in less than two hours provides a long-distance commute option. The availability of other forms of public transport is extremely limited.

I31. In the third Wiltshire Council Local Transport Plan<sup>1</sup>, the Public Transport Strategy vision for 2026 aims to encourage increased public transport in order to reduce reliance on cars. Despite this vision, the recent reality has seen significant cuts in public transport services, making it even more necessary for local residents to rely on private cars. Few locations in the area have access to a regular, or even any, bus service.

I32. In a Wiltshire Council survey in 2013, 32.5% of respondents said that public transport needed improving (above the county average of 26%). The area is dependent on the provision of responsive voluntary community schemes, such as TisBus and Link, which offer essential services for those without any other transport.

I33. As is the norm in many rural areas and despite governmental encouragement of alternatives, the car remains the main mode of transport. There is clear evidence of the continuing dependence on the car as a primary means of transport to work from Tisbury.<sup>2</sup>

I34. Tisbury continues to grow, with developments such as Wyndhams and the anticipated development of Station Works. It is becoming more attractive to visitors, with the opening of the gallery at Place Farm as an important venue.

All this development brings with it associated increases in the volume of traffic which may adversely affect the rural character of the community and its setting within the CCWWD AONB.

I35. The 2011 Joint Strategic Assessment highlighted four transport-related issues in the Tisbury Community Area:

- A poor local road network
- Poor provision of public transport
- Parking problems in Tisbury and
- Poor maintenance of roads (e.g. potholes)

I36. In addition, the area also faces problems with road safety and speeding, which were highlighted in the 2007 TisVis questionnaire. In 2017, Tisbury Parish Council arranged for the implementation of a 20-mph zone within the village centre as a measure aimed at addressing the speeding problem. Continuing complaints from residents to Tisbury Parish Council suggest that more robust sanctions may yet be necessary as speeding continues unabated.



*Above: Nadder Close car park, Tisbury*

<sup>1</sup> Wiltshire Council Local Transport Plan March 2011 available from <http://www.wiltshire.gov.uk/roadtransportpoliciesandstrategies/localtransportplan3.htm>

<sup>2</sup> Question 15 in TisPlan Questionnaire Results [www.tisplan.org.uk](http://www.tisplan.org.uk) demonstrated that 59% of commuters travel by car, including 4% car-sharing.



## 4.2. TR Policies

### *Transport TR.1 Parking Provision*

*Objective: To provide sufficient parking.*

137. Increased housing development generates increased numbers of cars. Tisbury has expanded from its traditional centre along and around the High Street, with added pressure on the availability of parking, as more people use their cars for local shopping and access to local amenities. At the same time, the availability of parking in the village, and in the High Street specifically, has also had the effect of restricting traffic flow in the village and surrounding areas, helping to slow the speed of the traffic.

138. In addition, the closure of the Middle School in 2004 and the parental right to exercise choice of a primary school (some local schools can only be accessed by car for some parents) have together led to fewer children going to school on foot and increased numbers of school runs, both into and out of Tisbury. Of some concern is evidence that the lack of public transport from Shaftesbury back to Tisbury after school often means that the older children are precluded from participating in extra-curricular activities, unless parents make their own transport arrangements.

139. Around 2005, Tisbury Parish Council took the strategic decision to support local high street businesses by ensuring that parking in the village should remain free of charge.

140. Tisbury has a small free car park at Nadder Close, limited on-street parking (1 hour in the High Street and 2 hours by the Football Field), and unrestricted parking elsewhere. Tisbury station provides 86 parking spaces, with 54 parking space in the Nadder Close car park, 71 spaces along the High Street (which has recently reduced due to road safety issues) and an undefined number of spaces along The Avenue and a privately owned area of parking adjacent to Tisbury Railway Station.



*Above, left: Parking at the eastern entrance of Tisbury Railway Station*



*Above, right: Parking in Tisbury High Street*

141. It is anticipated that, to provide for parking requirements at Tisbury Railway Station, additional spaces are required to accommodate existing and future demand, without inadvertently generating further dependence on the car and unsustainable traffic around the village.

142. Surveys of parking behaviour have shown that the free parking is very popular. It is a key factor contributing to the continued success of the High Street shops and businesses. However, there are adverse effects of this policy: increased use of the rail service has resulted in many more car journeys to and from Tisbury Railway Station at peak times and station parking costs £4.20 per day (September 2018 prices). Consequently, commuters are using the free village parking, inconveniencing other users.

143. Pressures on parking in Tisbury have continued to increase. In 2016, Tisbury Parish Council commissioned a further report with the aim of identifying short and long-term solutions to parking problems. A team of volunteers carried out further surveys on village parking and traffic.<sup>3</sup>

144. The provision of parking on *Johnson's Field* continues as a potential option, which Tisbury Parish Council keeps under review. However, the implementation costs, in order to achieve the standards required by the Environment Agency, are not viable in present financial circumstances: there is a significant flood risk and the current landowner does not wish to sell the land. Members of TisPlan's steering group have consulted South Western Railway to consider options for additional parking.

<sup>3</sup> The full text of Cllr Davison's report can be seen in TPC Parking Report, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)

I45. There are concerns that the provision of additional new car parking spaces may lead to increased numbers of in-commuters from other settlements, such as Shaftesbury, seeking to catch the train to London. However, following negotiations with a local business, the availability of paid-for parking provision immediately adjacent to the railway station has been increased to 20 additional spaces, which has helped to alleviate parking pressures in the station yard, at least in the short term. Irresponsible parking at the entrance to Tisbury station has also been addressed with the implementation of double yellow lines, improving the sight lines and safety alongside Station Road.

I46. Population growth accruing from new development and policies that encourage people to use Tisbury's High Street will continue to place increased pressure on parking. In addition, if upgrades to the rail network result in reduced commute times to London the demand for commuter parking will inevitably increase even more. Failure to provide more parking may have a long-term adverse impact of discouraging use of the High Street.

I47. Any new parking facilities should help to encourage sustainable forms of transport, such as the provision of electric charging points for electric cars and bicycles.

I48. Innovative solutions may be appropriate for new or expanded parking provision and amongst the range of possibilities could be:

- i. Landscaped multi-storey parking (no more than two levels) appropriate to the skyline of the surrounding area incorporating Living Building features so that over time it becomes part of the natural landscape
- ii. Underground parking provision providing that a geological survey evidences no risk of subsidence or other associated negative geological or physical impact, or disturbance of the water table
- iii. Where adjacent to hills or mounds, make sensitive use of the natural landscape to accommodate car parking provision, providing there is no adverse impact on the natural landscape, no visual impact for other residential or commercial sites and has undergone both an environmental and archaeological impact assessment

- iv. A shuttle service (e.g. a park and ride), should sufficient demand be evidenced
- v. Residential communal car parking
- vi. Consider dual-purpose parking options, such as providing residents' parking which permits time-restricted parking for commuters and shoppers during the day

### *Policy TR.1 Parking Provision*

Where required, additional parking provision should be sensitive to its location within the Cranborne Chase and West Wiltshire Downs AONB and/or Conservation Area and should be integrated within its setting, where applicable using innovative approaches.

Development proposals must suitably replace any on- and off-street parking that is displaced.

The layout of parking should be sensitive to different mobility requirements (e.g. the needs of people with disabilities and families with pushchairs).

Where possible, developments should provide sufficient storage and access to facilitate cycling (electric and non-electric).

All non-residential development should provide parking spaces for employees and visitors as well as encourage sustainable transport facilities, such as provision of cycle racks and electric car and bicycle charging points to comply with BREEAM\* Excellent standards from 2019. (in accordance with Core Policy 41 of the Wiltshire Core Strategy)

\*Building Research Establishment Environmental Assessment Method (BREEAM).



### Transport TR.2 Tisbury Railway Station

*Objective: To ensure that any new development at or near Tisbury Railway Station provides space for, and does not preclude, future growth of the railway network and the improvement, expansion and modernisation of the station.*



Above: Tisbury Railway Station, a Victorian-era station

I49. Tisbury Railway Station is very well used and is essential to the life of the community, especially as other means of public transport are virtually non-existent. However, investment and improvements are needed to address the following:

- The platform at Tisbury is short and can accommodate only three coaches
- There is only one track on this section of the line and the 'down' trains have to wait in a loop just outside Tisbury, whilst the 'up' trains go past. This has the effect of adding several minutes to journey times<sup>4</sup>

- There is no pedestrian bridge. The original Victorian bridge was removed some years ago. The only means of crossing the track is by way of a public footpath, beyond the limit of the eastern end of the station platform, or alternatively by walking the long way round via Station Road
- The facilities at the station building itself are in need of an upgrade. The Victorian building is not listed, but it is within the Conservation Area. Any upgrade should therefore be sensitive to and in keeping with the original architecture ([Policy HNA.2](#))

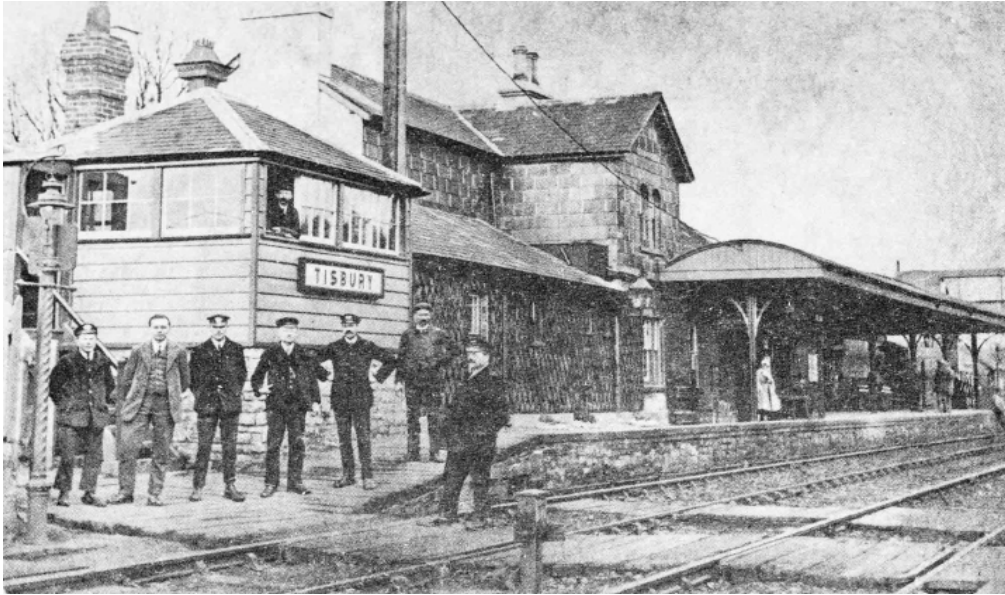
I50. With the award of their new franchise in 2017, South Western Railway committed to making improvements at Tisbury, in order to achieve faster journey times to London. The intention is to reinstate the second track and re-open the southern platform, for which the provision of a new pedestrian access is an essential pre-requisite.

I51. Inevitably, these changes will bring increased traffic on the narrow country lanes around Tisbury. Any expansion of the service should, therefore, also provide for improved public transport connections and additional parking facilities at the station, which, given its current layout, presents serious challenges.

I52. The whole project requires that South Western Railway and Network Rail need to liaise with the owners of Station Works, to ensure that land is set aside for the second platform, a new pedestrian crossing and additional parking ([Policy BL.4 Station Works](#)).

I53. The TisPlan steering group has met with Network Rail to explore the potential for collaborative working in order to achieve these objectives. Network Rail have had a long held belief that extending the Tisbury Loop into the station would save approximately 3-4 minutes on journey times; a not insignificant amount in railway terms. Their preference would be to extend the platform length to accommodate approximately a 9-car Class 159 train. They would also wish to ensure the provision of a new pedestrian access to the southern side of the railway line.

<sup>4</sup> The second track was removed after 'Beeching' and the platform on the southern side of the station was closed in 1963.



Above: Tisbury Railway Station 1905 (courtesy of Tisbury History Society)



Above: Tisbury Railway Station today

## Policy TR.2 Tisbury Railway Station

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

Proposals should have appropriate regard for the following:

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

Below: Privately-run overflow parking adjacent to Tisbury Railway Station





*Transport TR.3 Traffic Impact and Road Safety*

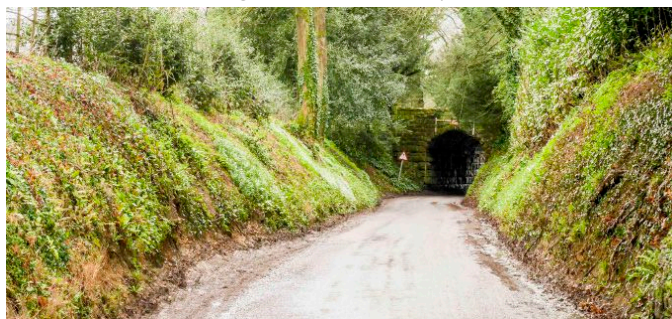
*Objective: To support initiatives that will improve road safety and protect verges and banks from damage caused by heavy goods and over-wide vehicles.*

I54. Evidence from the TisVis questionnaire in 2007 suggests that residents do not want major improvements to the roads infrastructure, recognising that the narrow lanes and low bridges have helped to restrict development and retain the traditional character of the village. Wiltshire Council's policy mirrors this sentiment and there are no plans to widen the narrow lanes or alter the existing road network.

I55. Wiltshire Council has endeavoured to support Parish Councils with policies and strategies aimed at mitigating the adverse effects of Heavy Goods Vehicles (HGVs) and large agricultural vehicles, recognising that their presence in the narrow rural lanes is necessary, but is not always appropriate. Specialist HGVs serve Chicks Grove Quarry on the outskirts of Tisbury and large agricultural and business vehicles pass through the village and the surrounding lanes several times a day. Farming is an industrial practice and it is recognised that farmers need to achieve economies of scale.

I56. The overall trend is for increasing numbers of large vehicles to use Tisbury's narrow roads, especially delivery vehicles servicing local shops, and due to increases in online shopping. Long detours can be required on narrow lanes in order to avoid local pinch points and low bridges and arches.

*Below: Damage to the banks at Pythouse*



I57. The increase in the weight and bulk of large vehicles is having an adverse effect on the local roads. They erode the roadside edges and hedgerow banks, damage the verges (causing the gullies to fill with soil and exacerbating storm flooding), enlarge the potholes and spread excessive debris on the roads. The Parish Councils frequently receive complaints from residents about potholes and the erosion of verge edges. Concerns continue to be reported with few signs of improvement. Some residents have also reported erosion of their driveways fronting the roads in these areas.



*Above: Pinch point on Church Street, Tisbury*

I58. The enhancement of existing, or the provision of additional passing places could help to alleviate the situation, but the evidence from TisVis suggested that despite the evident challenges of the area's narrow roads, respondents are strongly against the expansion of the road network or any widening of the roads. Narrow/restricted width roads have the beneficial attribute of generally lowering traffic speeds, whilst also maintaining the rural character of the area.

159. Indeed, any expansion could be counterproductive to the area's character by encouraging even greater use by all vehicles and further compromising the safety of other road users, especially cyclists and pedestrians. Any development should include careful plans on how best to manage road safety issues, ensuring that well-meaning 'improvements' do not lead to unintended, adverse consequences.

160. In the last ten years, the roads in the Neighbourhood Area have received only the most minimal of maintenance programmes. The Wiltshire Core Strategy states that selective improvement of the local transport network will be undertaken "based on functional importance". With no major road passing through the area, there have not been any significant improvements in recent years. The poor condition of the roads remains a major issue for the local community.

161. The increases in local development – both residential and commercial – have also increased traffic flow and the risk of accident. Notably, the Wyndhams development led to increased numbers of pedestrians on Hindon Lane. In 2016, Tisbury Parish Council introduced a 20 mph zone in parts of the village centre, which has had some effect in reducing the speed of traffic in the High Street and Hindon Lane.<sup>5</sup> In addition, TPC has obtained funding from Wiltshire Council Highways to provide a pedestrian crossing on Weaveland Road, near the access to Nadder Centre, has arranged for several traffic counts in various locations around the village and is implementing (2018) a voluntary speed watch initiative.

### *Policy TR.3 Traffic Impact and Road Safety*

Developments that will generate significant levels of additional traffic should include within their Transport Statement consideration of how traffic impacts will be mitigated to ensure that the rural character of the CCWWD AONB and its villages and hamlets will be conserved.

Through engagement with landowners and Wiltshire Highways new development should seek to address, where feasible:

1. Enhancement of existing and/or provision of additional passing places to avoid damage to the roadside edges
2. Improvement to verges
3. Provision of appropriate traffic calming measures
4. Addressing road safety issues to prevent accidents



*Above left: Awkward pedestrian pavement in Church Street, Tisbury*

*Above right: Hindon Lane, Tisbury with no pavements despite being a residential area*

<sup>5</sup> Latest information (2018) from a traffic count on Hindon Lane has shown that the average speed on that approach road has reduced to 25.5 mph – a small improvement from 2017 figures (carried out between 19/09/2017 and 27/09/2017 with a total of 15,152 vehicles were checked. The 85th percentile was 31.1 mph - the speed at which 85% of the traffic is travelling at or below). See Tisbury Traffic Counts, available from [www.tisplan.org.uk](http://www.tisplan.org.uk)



*Transport TR.4 Sustainable Transport**Objective: To encourage sustainable transport.*

I 62. Tisbury's road network, steep inclines, and road safety issues arising from the poor maintenance of the roads, may discourage people from reducing their dependence on the car. Integrated sustainable transport planning (i.e. promoting forms of transport other than those that depend exclusively on diesel or petrol, including walking and cycling) within new developments can help to mitigate the adverse effects of additional traffic.

I 63. Within Tisbury High Street there are several areas that either have no pavement, or very narrow pavements. Further up the High Street towards Hindon Lane, there are steps and uneven pavements, compounded by the steep incline at this point. This makes access for those with mobility issues, including those with pushchairs, extremely challenging.

I 64. The approach roads are all restricted in width thus making it difficult for vehicles to pass each other, or pedestrians, safely in the face of oncoming traffic.

I 65. Heavy goods vehicles are unable to get through the low railway bridges (Hindon Lane to the north; Tisbury Row to the east, Pythouse to the west and the Three Arch Bridge over Jobbers Lane to the south). The only officially signed HGV route is via the A303 and through the archway at Fonthill Bishop, inevitably bringing all heavy traffic into Tisbury along Hindon Lane, where there are no pavements and the lane is bordered by the stone walls of properties in the Conservation Area. Indeed, none of the access routes into Tisbury has any footway or cycle path, even though the Wessex Cycleway is directed along some stretches.

I 66. Within the centre of the village, there are more narrow stretches of road, limited either by pinch points or by parked vehicles which restrict the width even further. This is especially along Hindon Lane, Church Street and Tuckingmill.

I 67. Tisbury currently has 53 public footpaths, 10 bridleways and 3 byways while West Tisbury has 21 footpaths and byways, including part of the Wessex Way long distance footpath. A map of existing footpaths, bridleways and cycleways is shown on map Rights of Way in the Neighbourhood Area, p.50).

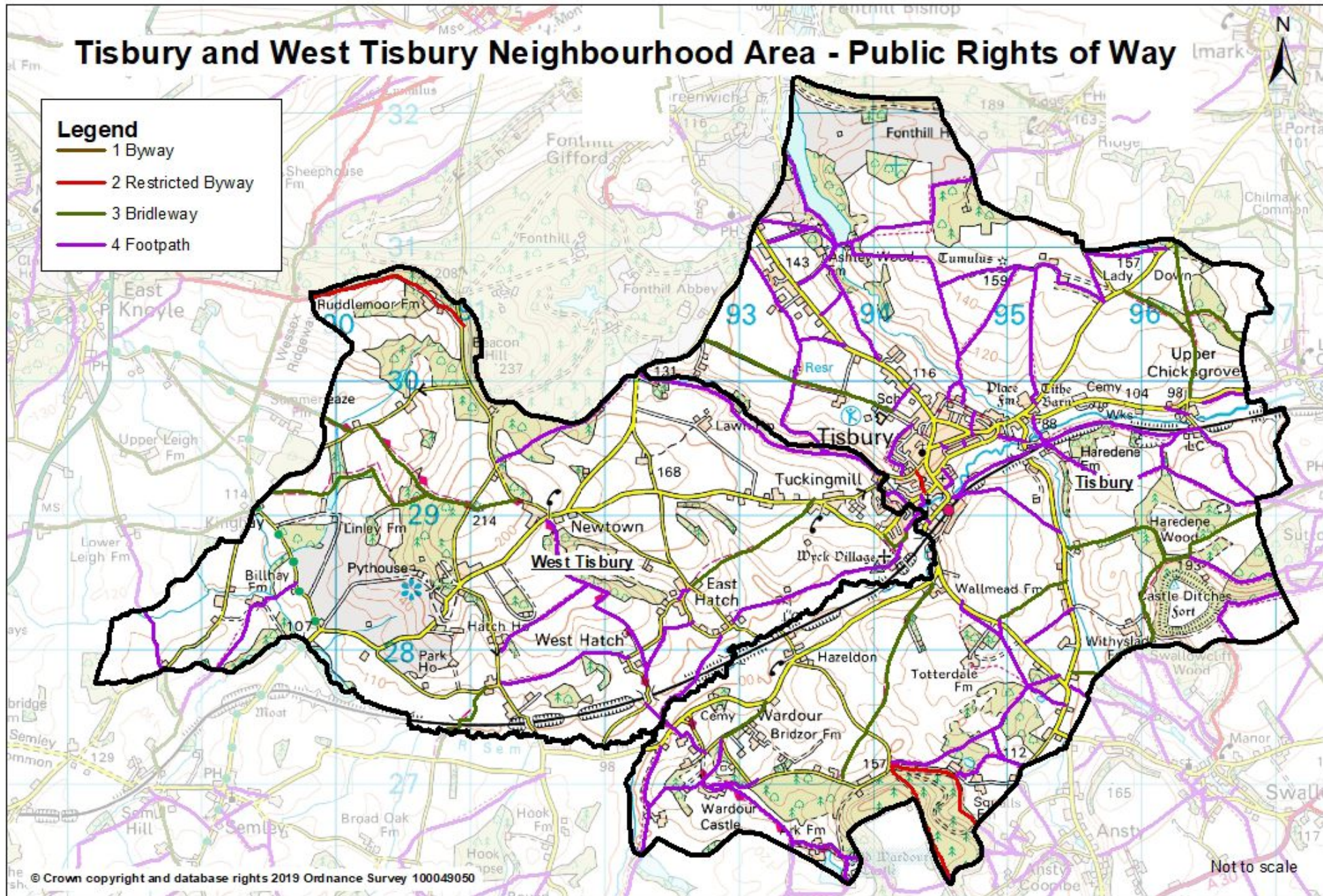
I 68. There are several footpaths that must be safeguarded in the event of new development and there are some footpaths (e.g. Stubbles) that should be improved.

I 69. Development gain (such as from CIL or a Section 106 agreement) could actively contribute to making the area more pedestrian-friendly as well as encouraging the use of bicycles. This would help to reduce congestion and encourage healthier lifestyles. For example, improving the footpaths between Tisbury Railway Station and Wyndhams may encourage more people to walk to the station.

*Below: Example of an original stone pavement in the Conservation Area*







Above: Rights of Way in the Neighbourhood Area.



170. Feedback from the consultation questionnaire suggested that some public rights of way could be adversely affected by new housing developments and they need to be safeguarded, for example:

- Foothpaths TISB1 and TISB2 could be affected by any additional developments at Wyndhams
- Footpath TISB21 could be affected by any development of the field to the west of Vicarage Road
- Footpath TISB16 (Stubbles Path) could be affected by development of the Station Works site
- Bridleway WTIS21 could be affected by any development of the old Wiltshire Council Gravel Depot near Quarry House, Tuckingmill
- A new public right of way has been suggested between the bridleways WTIS13A to WTIS21/15 (i.e. a permissive path following the line of the hedge on Monmouth Road) to improve safety by taking riders and pedestrians off the road
- Enhancements to existing paths have been identified at TISB13A and TISB74 (both at Stubbles) to improve drainage and make an all-weather access to the station.

171. Details of all the Tisbury and West Tisbury footpaths and bridleways can be found on the Wiltshire Council Rights of Way Explorer (ARCGIS online) website. A new permissive path has been offered between Place Farm and the burial grounds, enabling pedestrians to walk there off the road.

172. Improving coordination between train and bus services could result in significantly fewer car journeys. The expansion of the local voluntary transport services serving the Tisbury area could be funded through CIL allocations.

#### *Policy TR.4 Sustainable Transport*

Wherever feasible, major new development should contribute to the achievement of a safe, walkable/cyclable village with integrated pathways/ cycleways connecting to its centre and amenities; this might include:

1. Circular walking routes
2. The protection and expansion of rights of way for footpaths, bridle and cycle paths to encourage sustainable transport patterns within the village and its surrounding areas.
3. Improving pedestrian access to and from the High Street using paving that is in keeping with the existing design features of the Conservation Area
4. Providing dropped kerbs for users with additional mobility requirements e.g. wheelchair users and pushchairs
5. The provision of infrastructure to support sustainable transport (such as secure and weather-proof cycle racks/shelters, electric charge points for cars, bikes and mobility scooters). This should include provision for enabling disabled access

## 4.3 Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Transport

Policy	Action
TR.1	<ul style="list-style-type: none"> <li>Regularly monitor the use of Nadder Close Car Park, taking into consideration demand management strategies for the whole village.</li> <li>Tisbury Parish Council to seek renewal of the lease and press for the transfer of ownership of Nadder Close Car Park from Wiltshire Council.</li> <li>Object to planning applications that do not provide for a minimum of two independently accessible parking spaces per dwelling (with the exception of conversions of properties where no parking space currently exists).</li> <li>Measures to continue to provide free parking may be pursued through CIL funds, where relevant.</li> </ul>
TR.2	<ul style="list-style-type: none"> <li>Support plans for the current single line railway track to be doubled.</li> <li>Ensure the Parish Councils have representatives on the Blackmore Vale Community Rail Partnership and the Salisbury to Exeter Rail Users Group.</li> <li>Encourage rail users to use the alternative station parking, rather than blocking spaces in Nadder Close Car Park.</li> <li>Encourage people not to drive to the station and to use alternative forms of transport.</li> <li>Liaise with Tisbus regarding alternative transport provision during peak commuter and school run traffic.</li> </ul>
TR.3	<ul style="list-style-type: none"> <li>Encourage shared use of agricultural and private roads through a Farmers' Forum. This could explore the possibility of inter-farm tracks to reduce traffic on public roads.</li> <li>Pursue a by-law change to reduce the weight limits of tractors to mitigate their adverse effect on the roads.</li> <li>Engage the Village Warden to help report verge damage.</li> <li>Improve road safety by reminding residents not to place obstructions on their driveways.</li> <li>Invest in speeding restriction reminder signs within the 20 mph zone in Tisbury.</li> <li>Consider extension of the 20 mph zone, particularly around the access roads to the village, including Tisbury Row and Tuckingmill.</li> </ul>
TR.4	<ul style="list-style-type: none"> <li>Promote widening the remit of the Rail Users' Group to include associated bus services and links with other forms of private transport, such as TisBus.</li> <li>Support initiatives by rail and bus providers to improve co-ordination of bus and train services, particularly between Salisbury railway station and the district hospital at Odstock and at Tisbury Railway Station during peak commuting times.</li> <li>Support the Wiltshire Local Transport Plan to encourage a modal shift from the private car. For example, by encouraging cycle parking within reach of every public building. Encourage local businesses to sign up to the Cycle to Work scheme to loan bikes to employees at less than market value.</li> <li>Liaise with the schools to support initiatives such as: car sharing for parents; exploring safe routes for parents who wish to cycle to and from schools; 'walking bus' initiatives, where children walk in groups along a set route, with supervision.</li> <li>Arrange a demonstration of electric bike hire schemes to promote the use of bicycles in the challenging local topography.</li> <li>Encourage the provision of an electric car hire scheme.</li> <li>Consider the use of CIL levies to support and promote TisBus and the Link Scheme.</li> <li>Liaise with Shaftesbury School to explore provision of later or after school transport for students.</li> <li>Explore potential for enhancement of pedestrian routes within Tisbury High Street. Liaise with Footpath Club to consider footpath improvements.</li> <li>Provide secure cycle bollards. Encourage and support local cycling groups and the provision of Bikeability cycle training (a cycle training scheme to help cyclists become proficient in using roads in the 21st Century).</li> <li>Explore additional traffic calming measures to encourage safe cycling (e.g. giving priority to pedestrians and cyclists).</li> </ul>
General	<ul style="list-style-type: none"> <li>Develop an integrated sustainable transport strategy detailing how transport policies in TisPlan will be implemented.</li> <li>Lobby for additional rail carriages on trains serving Tisbury Railway Station.</li> </ul>



## Section 5: Employment and Business (EB)

### *VISION: Employment and Business*

*A resilient and diverse local economy will contribute to the area's prosperity and its ability to resource more of its needs locally.*

### 5.1. Background and Rationale

I73. For the community to continue to survive as a thriving local economy, Tisbury needs both to retain its existing business community and attract more businesses - not least aim to replace those which have been lost over the years.

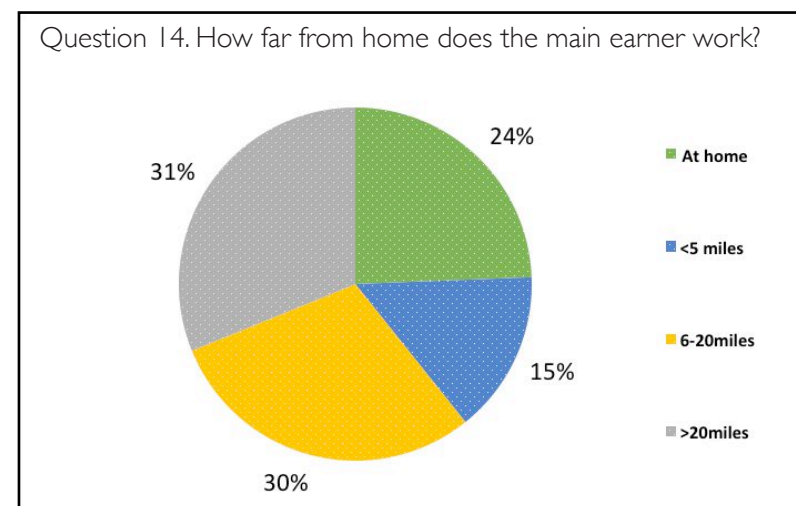
I74. Typically for a rural area, there are numerous small businesses operating from bases all around Tisbury and West Tisbury. For such a relatively small community there is a surprising number of specialist shops and outlets, local services and amenity provision, all of which add to the interest and activity of the village. Tisbury is recognised by Wiltshire Council as a Local Service Centre for the neighbouring villages in the Community Area.

I75. Tisbury has seen many changes throughout its history. Currently it seems to be evolving as a local centre for high quality food businesses, with the High Street boasting a local butcher, wine bar, tea room, fishmonger, delicatessen and a pub featuring ales from the local craft brewery. Within the wider Community Area there are several B&B's and pubs, catering for both traditional and gastro tastes; these serve the local community and are proving to be a key attraction for tourists.

I76. The Wiltshire Core Strategy (2016–2026) set a business target of an additional 1.4ha (3.5 acres) of employment land for Tisbury. This was met by the provision of business units at Wyndhams, Hindon Lane (as part of a mixed development), all of which are now occupied (as at December 2017). Wiltshire Council itself has also provided start-up business incubation units at Tisbury Nadder Centre Campus. This has been met with moderate success.

I77. As in many rural communities across the country, there is a need to balance the anticipated growth of housing with the provision of local business and employment possibilities. The decline in local employment and growth of out-commuting is clearly evidenced by the distances that people travel out of Tisbury to work: 61% of respondents to the TisPlan questionnaire travel six or more miles to work; 31% travel more than 20 miles (Question 14).

I78. There is a high percentage of out-commuting amongst young people who live in the area, reflecting the necessity to access education, training and employment elsewhere. This has been a significant factor for consideration during the preparation of TisPlan.



Above: TisPlan questionnaire results (2015), Question 14: Travel distance to work

I79. Further evidence from TisPlan questionnaire demonstrates an interesting reflection of modern times, showing that there is no predominant local skills base. The largest sector is 'health and medical services', but even that is only 14% of those who responded to the questionnaire. By contrast, a majority in previous generations would have worked mainly in agriculture or in businesses that supported the rural economy, such as agricultural machinery manufacturing.

However, the wide range of skills of the local population, evidenced by Question 17 indicates good potential for business growth.

180. Responses to Question 19 which asked businesses to identify the most important factors influencing the attraction of new business to Tisbury were as follows:

- The availability of high-speed broadband (60%)
- The proximity of the railway station (25%)
- New business premises (6%)
- Opportunity to offer local employment (6%)

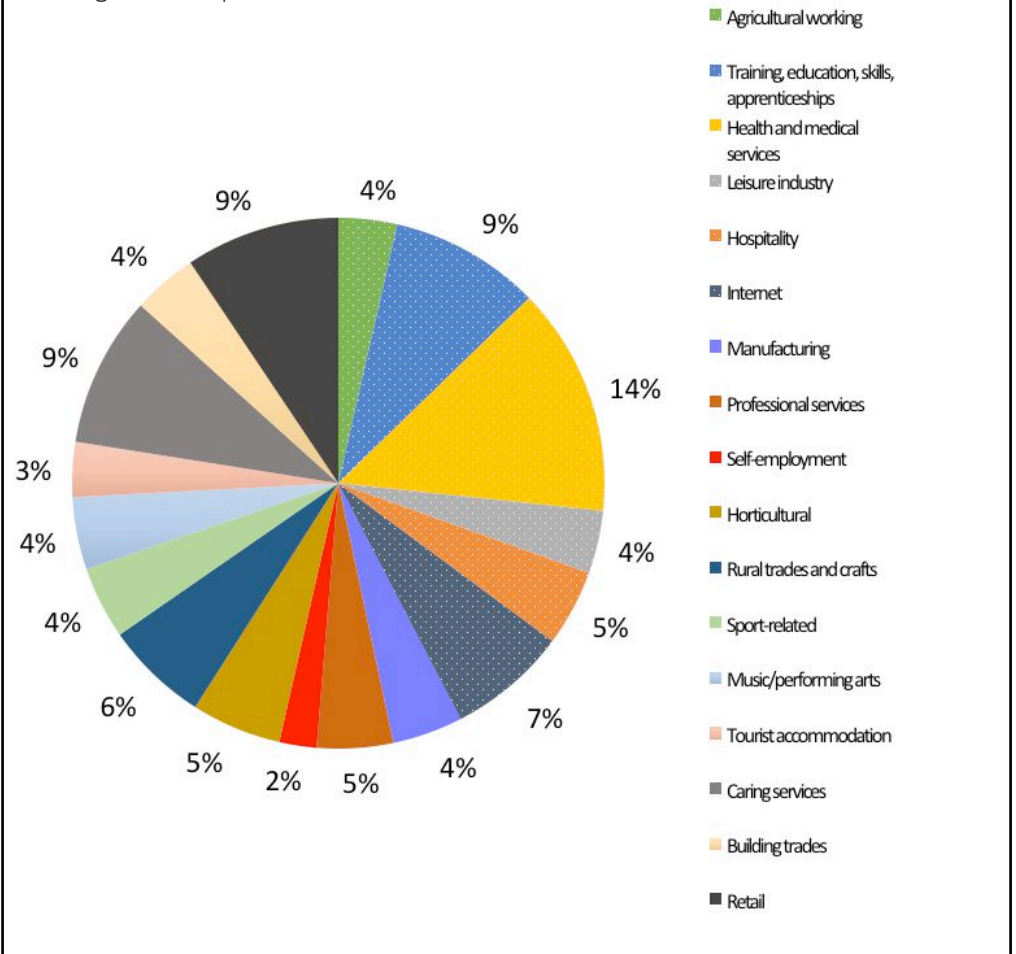
181. To investigate in more detail, a further follow-up survey was carried out in November 2017 – again with remarkably consistent results. Businesses were most interested in the possibility of relocating to purpose-built units close to Tisbury Railway Station, with high-speed broadband an essential requirement.

182. As the major brownfield employment site, a comprehensive mixed development at Station Works could provide additional employment, if sufficient land is set aside to meet the needs of existing and future businesses, in addition to providing for future housing needs in the plan area.

183. TisPlan has not ignored the potential of the area to encourage more tourism, a business sector which has yet to be further exploited. The area's natural, historic and cultural assets, (such as Old Wardour Castle, and Messums Gallery at the Tithe Barn), as well as the numerous non-vehicular rights of way and rich biodiversity could be better exploited, together with increased provision of accommodation.

184. In particular, co-ordinated use of the railway with the provision of sustainable transport (e.g. electric bicycle hire available at the station) could help to mitigate any associated adverse traffic impact which may otherwise arise from increased tourism.

Question 17. What future job opportunities would be most relevant to you?  
Ranking 5 - most preferred



Above: TisPlan questionnaire results, Question 17: Future job opportunity skills set



## 5.2. EB Policy

### *Employment and Business EB.1 Promoting Employment Activity*

*Objective: To promote business provision and encourage new employment opportunities appropriate to the needs and skills base of the community.*

185. Employment in agriculture and the related manufacturing that traditionally served this community has declined and many of these businesses have since ceased trading. Industrial buildings, such as those at Station Works, have become redundant, as have many farm buildings. For example, at its peak, the agricultural machinery manufacturer at Station Works employed more than 120 personnel.

186. In the last 40 years, Tisbury has seen the demise of several local businesses, whose premises have all been sold for housing development, including: Paradise Meadow (coal merchant), Hill Street Close (bus garage), Parsonage Mead (car mechanics), The Tanyard (dog food factory), The Wiltshire Brewery, and The Mallards (wood yard).



Above: The former Tisbury Brewery, redeveloped as apartments in 1999

187. To a certain extent, some of these losses have been mitigated by the conversion of redundant farm complexes. Notable examples are the quality conversions of historic buildings to business uses, such as offices at Place Farm

and the recent refurbishment of the medieval Tithe Barn (now Messums), which even in recent times was still in use as a grain store.

188. New business units at Wyndhams on Hindon Lane have created an additional 3,800 square metres (0.38ha) of space for Offices, Storage and Distribution, Assembly and Leisure businesses, satisfying the Wiltshire Core Strategy objectives for Tisbury. The projection of TisPlan into the next Core Strategy period to 2036 reflects the optimism that Tisbury can continue to attract, support and sustain more small businesses if the right premises and services are provided.

189. It is anticipated that the most appropriate sites to deliver this will be mixed business and housing developments, primarily on the site of Station Works, plus the potential for the regeneration of other sites, such as the redundant Police Station and Magistrates' Court on The Avenue, opposite Nadder Close Car Park and the reuse of redundant farm buildings across the area.

190. It is also recognised, however, that the development of dedicated employment/business facilities is not always commercially viable. Therefore, proposals for mixed-use schemes incorporating housing and B1, or B2 uses will be considered favourably, subject to compliance with other plan policies.

191. Such mixed-use would be appropriate for larger brownfield sites, such as Station Works. The continuation of the whole of this site for industrial or commercial uses in a rural setting on the edge of the village, could be considered as being at odds with the small scale and low-key character of its surroundings, and the overall objectives of this plan. Any proposals for change of use at Station Works should include consultation with the local business community to determine how best to meet their business needs.<sup>1</sup>

192. The Management Group of the CCWWD AONB has expressed concern that any change of use to promote warehousing and distribution would be inappropriate for this rural community, unless it can be demonstrated that it would not result in increased heavy traffic. Coordinated use of the railway for freight to reduce the impact of road traffic through a comprehensive mixed development at Station Works is a longer-term aspiration.

<sup>1</sup> TisPlan has consulted the existing tenants of Station Works to ensure their requirements can be met in the event of redevelopment of the site.

193. Specific examples of successful change of use in the wider local area include: Place Farm, Tisbury; Fonthill Estate, Manor Farm at Chilmark, Chaldicott Barns at Semley, and Glebe Barns at Hindon which have provided for:

- Office accommodation
- Vet
- Small-scale Warehousing and Distribution
- Hydro-electric Power
- Sawmill
- Brewery
- Workshops for carpentry, mechanics, furniture making
- Event catering kitchens
- Party/Wedding venues
- Craft workshops
- Galleries
- Manufacturing

194. The above examples have provided approximately 200,000 square feet of commercial space and in the region of 400 job opportunities thereby making a significant contribution to the local economy. Future development of commercial properties should fully consider the preferences for local employment and business premises as expressed in the TisPlan consultation.

195. There may be some further potential for local business or retail offer if consideration is given to the redevelopment of the site of the Magistrates' Court and Police Station, possibly as small business or retail units with residential accommodation above.

196. However, the consequential adverse impact of increased traffic movements, especially delivery vehicles, would also need to be addressed. Traffic impact assessments and innovative methods of mitigation (e.g. use of zero-carbon delivery vehicles) are encouraged.

197. Proposals that seek to redevelop buildings with the explicit objective of economic regeneration will be encouraged. However, Tisbury is a Local Service Centre and changes of use may not be appropriate. Businesses of strategic importance, such as the Post Office, pubs, vet, petrol station and medical practices in the centre of the village, should be listed as Assets of Community Value, in recognition of their important role in sustaining the vibrancy of the whole community.

198. Under the Wiltshire Core Strategy CP35 (Existing Employment Land), the conversion to residential use of sites in excess of 0.25ha (0.62 acres) currently or last used for activities falling within use classes B1, B2 and B8 must demonstrate the site has not been used for employment purposes for at least six months, and that genuine efforts to sell or re-let the site have taken place.

199. Under the Wiltshire Core Strategy CP48 (Supporting Rural Life) the redevelopment of disused agricultural buildings should be first considered for employment uses, although conversion to residential purposes is permitted providing the conditions of CP35 are met.

200. These policies (CP35 and CP 48) are aimed at sustaining large employment or agricultural sites; but the Core Strategy does not include provision for the protection of smaller sites, many of which form the backbone of business and employment in Tisbury and West Tisbury. TisPlan will therefore require the same standard of scrutiny as would be afforded to the larger sites. Applications for the change of use of a building in whole or in part from commercial, retail, or agricultural buildings to residential will be strongly resisted on sites less than 0.25 ha.

201. TisPlan seeks to re-emphasise that sites containing or consisting of large sheds or barns that are no longer required for modern business purposes should demonstrate that alternative commercial uses have been thoroughly investigated, before any conclusion is reached that they are no longer viable.

202. It is important to note that the centre of Tisbury is within the Conservation Area. The retail frontages of the High Street shops actively contribute to its local character and help to conserve the characteristics of the Conservation Area.

203. To ensure that local businesses can maximise technological advances and that development takes into account increasing trends for home-working and flexible working patterns, high-speed broadband infrastructure should be operational before the occupation of new developments.



### *Policy EB.1 Promoting Employment Activity*

To protect the economic sustainability of Tisbury as a Local Service Centre serving the Cranborne Chase and West Wiltshire Downs AONB within South West Wiltshire, in principle proposals for new business and employment will be welcomed provided that:

1. Sustainable locations are chosen and the reuse of previously developed (brownfield) sites and buildings, including derelict buildings, is especially encouraged
2. Appropriate regard is demonstrated for the Cranborne Chase and West Wiltshire Downs AONB landscape, its rural character and the Conservation Area
3. Traffic generation from the proposal is appropriate to a rural location and its road infrastructure
4. Proposals for mixed development (i.e. both housing and business on the same site) must ensure that neither use has any adverse impact on the other in terms of noise, light, design, smell, and parking
5. Proposals requiring a planning consent that would result in the loss of an employment use should provide evidence that appropriate steps have been taken to remarket the premises for alternative employment uses. The retention of retail and public buildings within the centre of Tisbury is considered vital to its Local Service Centre status
6. Appropriate provision for high-speed communications infrastructure is integrated within the development; this should be operational before a development is occupied. Cabling for such infrastructure should be sited underground ([Policy BL.6](#))



*Above: Renovation of the old Match Factory, 2013*



*Above: Tisbury Square looking across to the Post Office*



## 5.3 Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Employment and Business (EB)

Policy	Action
EB.1	<ul style="list-style-type: none"> <li>Support initiatives for the appropriate re-use of sustainable brownfield sites that result in business and employment opportunities.</li> <li>Inform local businesses as and when employment development opportunities arise.</li> <li>Support initiatives to promote sustainable tourism in the local area.</li> <li>Support initiatives which explore possibility of Community Right to Build Orders for community-led business developments.</li> <li>Encourage and support initiatives for a comprehensive, mixed redevelopment of Station Works, the former Magistrates' Court, the Police Station and the adjacent site.</li> <li>Support initiatives for the establishment of farmers' markets (as requested in TisVis).</li> <li>Identify and inform Wiltshire Council of Assets of Community Value; keep list under review and update where necessary.</li> <li>Ensure the continued provision of free parking in and adjacent to Tisbury High Street.</li> <li>Discuss with existing businesses (e.g. the Co-op) their anticipated needs for potential expansion and any logistical issues re: deliveries and storage.</li> <li>Conserve the Victorian street scene in Tisbury High Street.</li> </ul>

Above: images of Tisbury High Street



## Section 6: Leisure, Community and Well-being (LCW)

*VISION: Leisure, Community and Well-being*

*Recreational and community facilities will be protected and enhanced.*

### 6.1. Background and Rationale

204. TisPlan's Neighbourhood Area is a very safe place to live and has one of the lowest crime rates in the country.<sup>1</sup> The village has always been and remains a close-knit community, enjoying annual community events such as summer fêtes and Tisbury Carnival. There are several active and well-established community organisations, such as a local history society, a natural history society, a horticultural society and an amateur theatre group.

205. Wiltshire's population is ageing more rapidly (compared with the rest of England or the South West), as reflected by the 20.1% growth (between 2002 and 2010<sup>2</sup>) in the number of people aged 65 or over. In Tisbury, the demographics similarly reflect this pattern of growth in the ageing population.

206. As well as being the setting for everyday lives, the CCWWD AONB's landscape provides areas of beauty and tranquillity that can help improve mental and physical well-being. It is not the role of TisPlan to provide for health and well-being services. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities, by good design and by ensuring the retention or provision of new natural spaces suitable for all ages and physical abilities.

207. TisPlan seeks to protect the buildings, facilities and natural spaces which encourage community activity to provide or enhance amenity spaces.

<sup>1</sup> Joint Strategic Assessment Comparative Report 2016 available from [Wiltshire Intelligence Network](#).

<sup>2</sup> Compared to a UK average of 18% of people over 65 according to ONS statistics (2017).



Above: River Nadder at Stubbles

### 6.2. LCW Policies

*Leisure, Community and Well-being LCW.1 - Local Green Spaces*

*Objective: To protect and maintain existing recreational services and facilities.*

208. An area's green environment/hinterland includes river corridors and other areas of known biodiversity, as well as public rights of way that extend into the open countryside. This can help to protect an area's rural character and conserve natural landscapes, such as those defined in [Policy HNA.1](#).

209. The centre of Tisbury is more 'urban' in character compared with West Tisbury; but there are significant green spaces within the centre of the village: St

John's church (Grade I listed), at which stands an ancient Yew Tree reputed to be 4000 years old. For younger children, there are recreational areas beside the River Nadder at Stubbles and at the King George V Playing Fields on Weaveland Road. For older children, recreational facilities exist on the Lower Recreation Ground and King George V. There is also a football pitch, a bowling green and a cricket pitch.

210. The community's most extensive area of local green space is the 8-acre Community Meadow and Orchard on the northern edge of Tisbury, which was transferred to Tisbury Parish Council in 2012 on a 100-year lease from Fonthill Estate. This was negotiated as part of a Section 106 Agreement, when the Wyndhams development on Hindon Lane was built. The agreement ensures that this parcel of land will be safeguarded from the construction of all permanent structures during the entire lifetime of the lease. The Community Meadow is well used and is an important open space, with views across the Oddford Valley towards Tuckingmill, Wardour and beyond.

211. The water meadows along the River Nadder are a feature of the whole Neighbourhood Area, stretching the length of both parishes from West Hatch in West Tisbury, through East Hatch, past Wick, and along the southern side of The Avenue to Tisbury Row. They are popular with anglers and walkers alike who enjoy their rich biodiversity. There is clear evidence that the water meadows south of The Avenue are highly valued by the community for their landscape and open vistas along the River Nadder.<sup>3</sup> This open parcel of land contributes significantly to Tisbury's rural character and ambience.

212. Local Green Spaces (LGS) are defined in the NPPF (para 100) as spaces important to a community, which should be protected from development. They include areas with recreational purposes and spaces of natural beauty and tranquillity. It is acknowledged that there are, however, stringent conditions on the types and expanses of land that can qualify for LGS designation. Not all areas of open space can be safeguarded as an LGS.



Above: Lower Recreation Ground, Tisbury

Below: Tisbury Allotments (The Weaveland Road Allotment Society)

213. There are a number of spaces that are eligible to be designated as LGS within the plan area; all are within Parish Council ownership. TisPlan seeks to protect these local assets from all development by designating them as LGS for the enjoyment of present and future generations, where they meet defined NPPF criteria as assessed in the TisPlan LGS Evidence Base.<sup>4</sup>



<sup>3</sup> Question 9 TisPlan Questionnaire, where 87.5% of respondents were strongly against development on The Avenue.

<sup>4</sup> See TisPlan LGS Evidence Base [www.tisplan.org.uk](http://www.tisplan.org.uk) for a more detailed justification of designation as LGS against NPPF criteria.



214. The designation of these sites as LGS may also facilitate long-term management of biodiversity and/or recreational assets, potentially affording improvements to wildlife corridors and investment in community recreational facilities.

LGS No	Size of area	Purpose for designation
LGS.1 King George V Playing Fields, Weaveland Road	1.68ha/4.15 acres	Recreational: play area, skate park, cricket pitch and swimming pool
LGS.2 Stubbles Play Area, Stubbles	0.04ha/0.10 acres	Recreational: play area/s
LGS.3 Guy's Patch, Stubbles (sensory garden)	0.03ha/0.07 acres	Recreational; well-being: area of tranquillity adjacent to the River Nadder and wildlife (inc. water voles)
LGS.4 Lower Recreation Ground, Tisbury	1.1 ha/2.72 acres	Recreational: social club, bowling green, football pitch, play area
LGS.5 Allotments, Weaveland Road	1.21 ha/2.99 acres	Community use; well-being and recreation
LGS.6 Amenity space, Corner of The Avenue	0.014ha/0.03 acres	Prominent entry to village and residents' memorials.
TOTAL	4.07ha/10.06 acres	

### *Policy LCW.1 Local Green Spaces*

The outdoor recreation and amenity areas on the following LGS proposals map are designated as Local Green Spaces due to their particular local significance for the community and their recreational, historic and/or environmental value.

Above, left: Stubbles play area

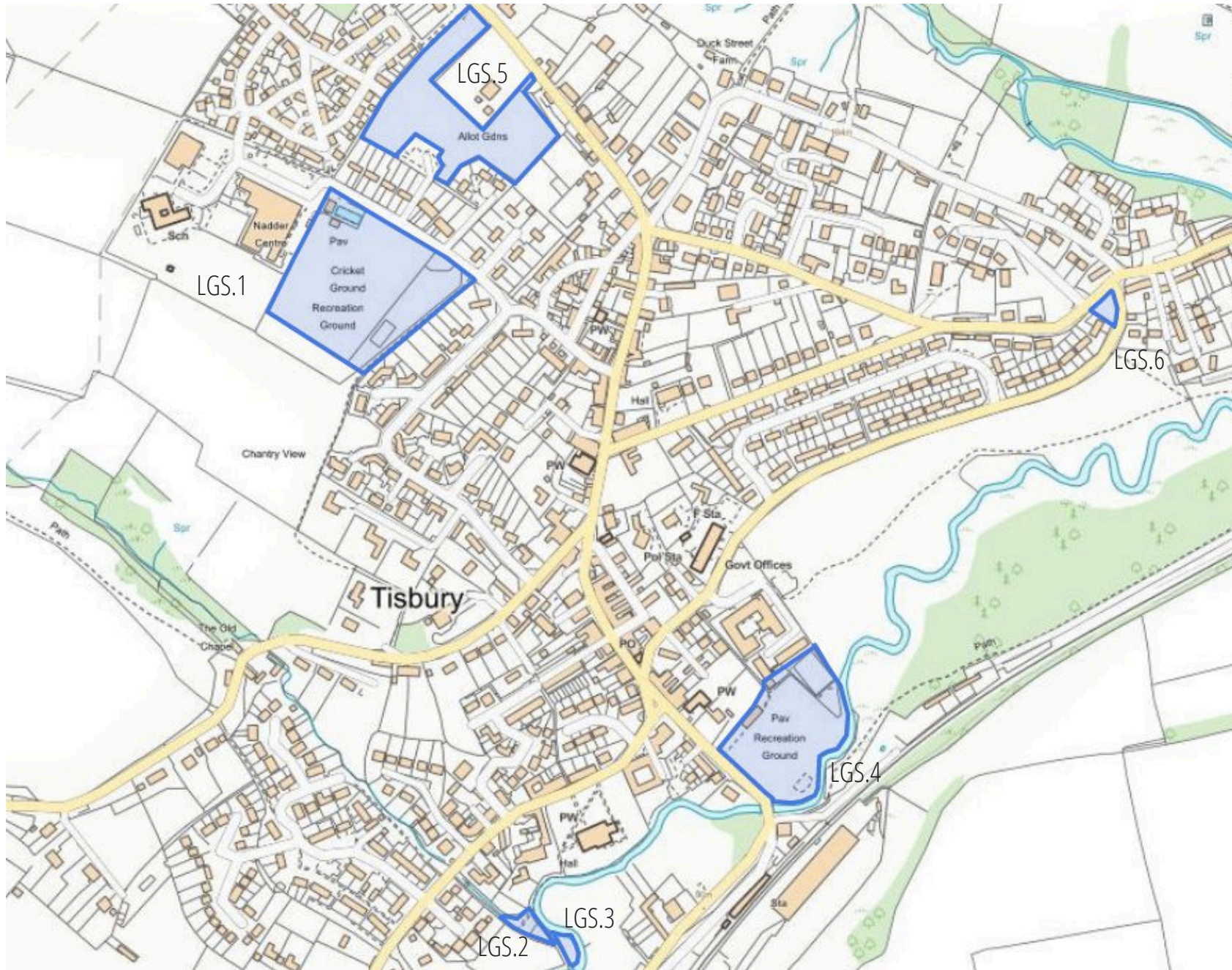
Above, right: Guy's Patch sensory garden, Stubbles

Middle: Allotments, Weaveland Road

Bottom, left: Football Pitch; Right: Children's play areas and KGV Playing Field







LGS No
LGS.1 King George V Playing Fields, Weaveland Road
LGS.2 Stubbles Play Area, Stubbles
LGS.3 Guy's Patch, Stubbles (sensory garden)
LGS.4 Lower Recreation Ground, Tisbury
LGS.5 Allotments, Weaveland Road
LGS.6 Corner of The Avenue

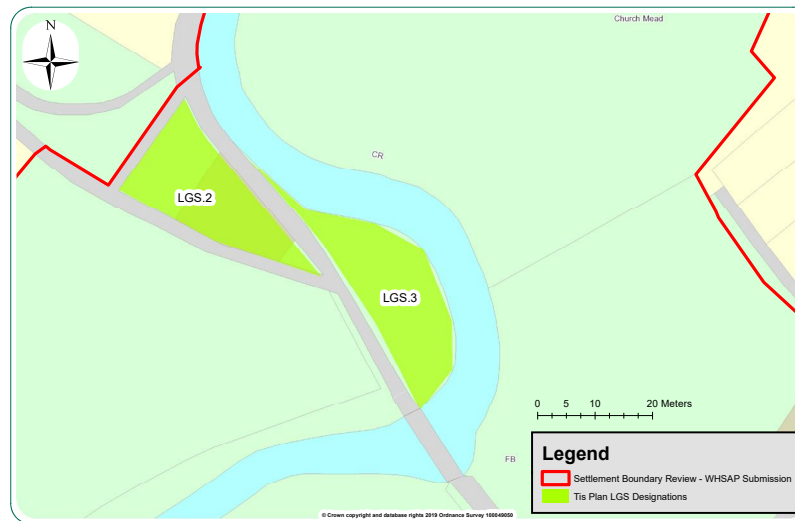
Above: Local Green Space (LGS) Designation Map. Crown Copyright (and database rights) 2019 OS. LA0100060963.



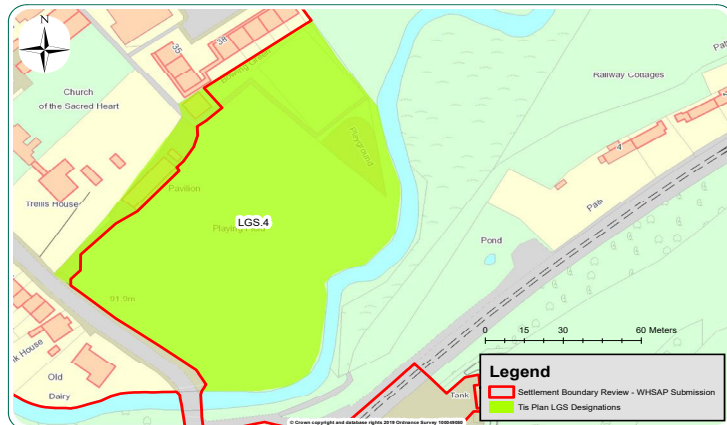
Local Green Space Designations LGS.1



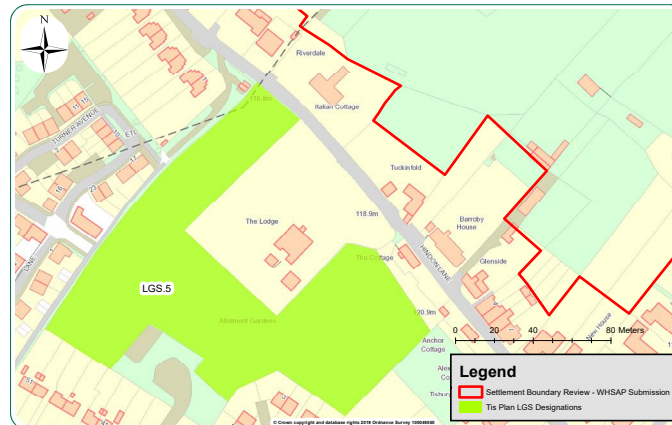
Local Green Space Designations LGS.2 &amp; LGS.3



Local Green Space Designations LGS.4



Local Green Space Designations LGS.5



Local Green Space Designations LGS.6



### *Leisure, Community and Well-being LCW.2 Community Buildings and their Improvement*

*Objective: To protect community assets and promote appropriate community-led re-development for uses that facilitate community activities.*

215. The TisPlan area has a number of well-regarded community buildings which have significant recreational and well-being importance for local residents. For instance, Tisbury has Wiltshire's only heated outdoor swimming pool and in 2016, a state-of-the-art sports hall and space for other community services was opened at the Nadder Centre.

216. The Tisbury community is very active with several local community groups. The wider community frequently comes together for well-established annual events.



Above: Hinton Hall  
Left: Nadder Centre  
Right: Victoria Hall

217. Tisbury has seven village halls, a significant number for a village of its size, most of which are well used for community purposes:

1. Victoria Hall
2. Elizabeth Hall
3. Nadder Centre
4. Methodist Hall
5. Hinton Hall
6. Catholic Church Reading Room
7. Tisbury Parish Council Reading Room

218. One of the halls - the Victoria Hall - boasts a permanent stage with a proscenium arch. It is well used by Tisbury Arts Group, for example, which has an active and thriving junior section of over 30 children, who regularly use the stage in the Victoria Hall. It should be noted that the hall in the Nadder Centre is a multi-function facility, but it is not always suitable, or available, for smaller productions. The Victoria Hall is valued by the community and could benefit from further investment.

219. With the opening of the new facilities at Nadder Centre, the existing village halls and amenities may be at risk of closure, unless these facilities are well maintained and improved. Potentially they could benefit from an injection of funds from the Community Infrastructure Levy (CIL). There is evidence from the TisPlan questionnaire (Question 21) to demonstrate that the community would support the use of CIL in this way.

220. There may also be significant benefits for the community if it is actively involved in design of the built environment and the landscape features of local areas. This could be encouraged through community-led design or, potentially, with the end-users of the development (e.g. as intended residents, or users of proposed facilities on the site through pre-application consultations).



*Policy LCW.2 Community Assets and Community Redevelopment*

Proposals that retain or enhance community buildings (Victoria Hall, Elizabeth Hall, Nadder Centre, Methodist Hall, Hinton Hall, Catholic Church Reading Room, Tisbury Parish Council Reading Room) are encouraged provided they:

1. Allow for the existing use(s) to be sustained, and
2. Accommodate community-led development of community facilities as required.

The loss of a community building will only be acceptable where:

- a. An equivalent or better replacement building is provided at another suitable location, or
- b. It can robustly be demonstrated that all or part of a community building is no longer valued by the community either in its present use or alternative community uses.

*Leisure, Community and Well-being LCW.3 Amenity Space*

Objective: To provide quality open, natural or leisure spaces as an integral part of new development.

221. Accessible outside space, whether in the form of a recreational area or other outside space, is important for local residents. In this way the built environment is balanced by the natural environment.

222. Trees, plants and open spaces have been proven<sup>5</sup> to provide significant health and well-being benefits, as well as supporting interaction between neighbours and the wider community. In addition, such spaces provide opportunities for biodiversity to flourish.

223. The popularity of the parish allotments in Tisbury demonstrates the importance of providing accessible green space for recreation and local food growing, which may become increasingly important in the future.<sup>6</sup>



Right: St John's Churchyard and the ancient yew tree - an example of a well-landscaped amenity space in the centre of the village.

*Policy LCW.3 Amenity Space*

In fulfilling the obligations set down in Wiltshire Core Strategy CP 52, development proposals should seek to identify and address community amenity requirements, accessible for those with additional mobility requirements, which might include:

1. Landscaping which promotes natural features within the development, promotes well-being and provides for wildlife habitats, including gardens, shared open spaces and trees, sensitive to the setting of the area within the Cranbone Chase and West Wiltshire Downs AONB
2. Allotments
3. Recreational facilities for children and young people
4. Pedestrian and cycle pathways that allow access to nearby natural landscapes within the Cranbone Chase and West Wiltshire Downs AONB ([Policy TR.4](#))

5 Researchers from the Universities of Bristol and East Anglia found that people living closer to green spaces were more physically active, and were less likely to be overweight or obese, and people who lived furthest from public parks were 27% more likely to be overweight or obese. Coombs et al (2010).

6 Wiltshire Council Playing Pitch Strategy and Open Space Study 2015.

## 6.3 Action Points for Tisbury and West Tisbury Parish Councils to Carry Forward the Policies for Leisure, Community and Well-being (LCW)

Policy	Action
LCW.1	<ul style="list-style-type: none"> <li>Safeguard existing green spaces within the Parish Councils' control.</li> </ul>
LCW.2	<ul style="list-style-type: none"> <li>Ensure the appointment of a Parish Councillor with special responsibility for liaison with the management of local village halls.</li> <li>Identify and maintain a list of assets of Community Value, i.e. buildings or land where the current primary use contributes significantly to the well-being or social interests of the local community (e.g. pubs and restaurants, post office, care homes, surgeries, parcels of land etc.).</li> <li>Consider ideas received from the community on how best to make better use of existing community assets</li> </ul>
LCW.3	<ul style="list-style-type: none"> <li>Liaise with developers with regard to proposed provision of amenity spaces at new sites or enhancement of existing sites.</li> <li>Prioritise the allocation of CIL monies in line with community preferences identified via the TisPlan community questionnaire (Question 21) and other priorities identified by TisPlan.</li> <li>Support initiatives to maintain or extend sports and leisure provision in the Neighbourhood Area.</li> </ul>
General	<ul style="list-style-type: none"> <li>Both Parish Councils to appoint councillors with special responsibility for liaison with the South West Wiltshire Area Board in order to represent the interests of the Tisbury Neighbourhood Community at Area Board level.</li> <li>Resist proposals that may lead to a detriment in or reduction of community services or facilities.</li> </ul>



## Section 7: Potential Use of Community Infrastructure Levy (CIL) Monies

224. Improvements to local infrastructure have typically been enabled either through direct investment from County Councils and other utility providers, or through site-specific agreements associated with new developments, such as the Section 106 Agreement (S106) negotiated for the Wyndhams development off Hindon Lane.

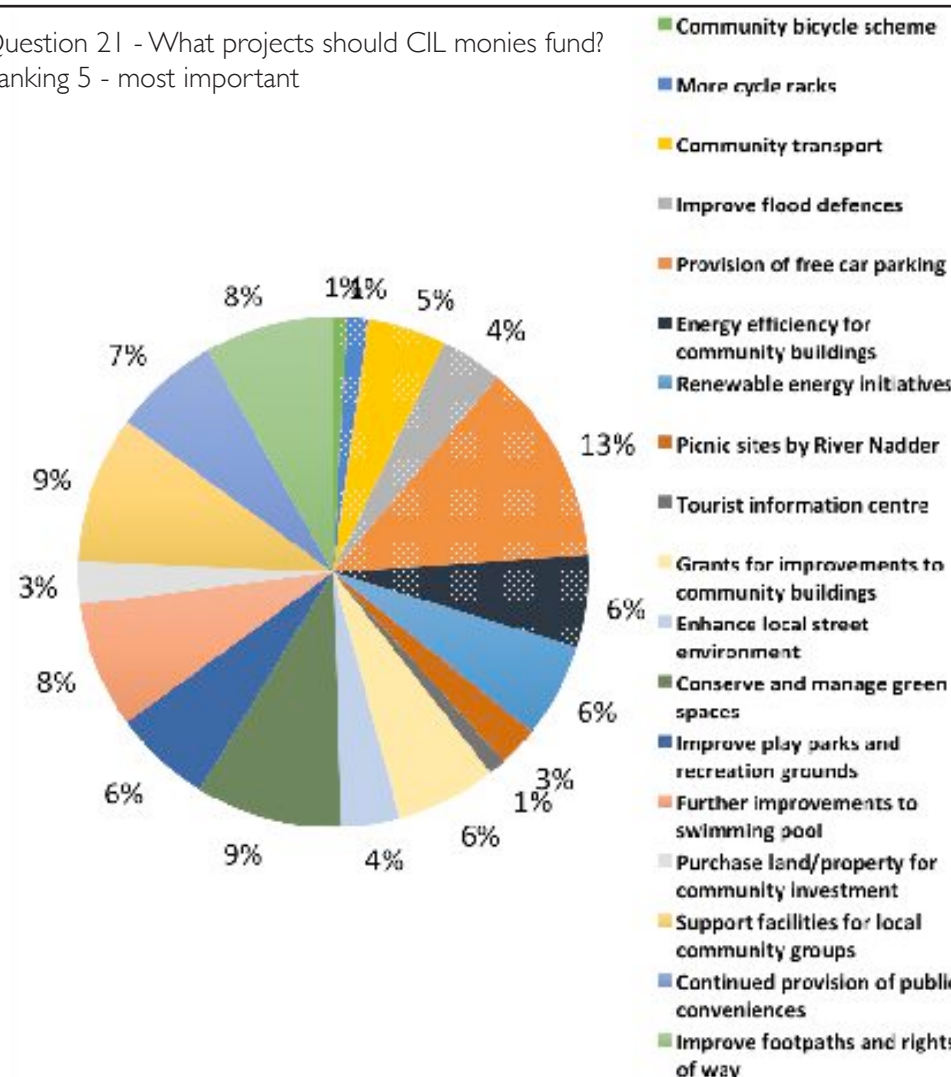
225. In 2010, new powers came into force enabling Local Authorities to impose a charge on developers to provide for improved local infrastructure needs, known as the Community Infrastructure Levy (CIL).

226. The above powers are supported by legislation in the form of the Localism Act and the NPPF, which enables areas with a 'made' neighbourhood plan to receive 25% of the total 'planning gain' under CIL and then to set their own local priorities on how this money should be spent.

227. Some of the priorities identified through the TisPlan questionnaire (Question 21, listed to the right) to guide future decision-making regarding CIL. For example, monies arising from the CIL could be used to promote existing community transport initiatives, such as TisBus and the Link Scheme, both of which have received financial support from the South West Wiltshire Area Board as well as the Parish Councils. These organisations could benefit from additional funding, particularly to support the implementation of TisPlan integrated transport objectives.

228. Additional infrastructure needs identified during the drafting of TisPlan are also detailed in the Action Points below, which complement the policies set out in this Plan.

Question 21 - What projects should CIL monies fund?  
Ranking 5 - most important



Above: TisPlan questionnaire results, Question 21: CIL priorities

## 7. Action Points for Tisbury and West Tisbury Parish Councils to Consider for Potential Use of Community Infrastructure Levy Monies

229. In order to ensure that development is undertaken in tandem with the provision of infrastructure to help support the community, the following community priorities (for the allocation of CIL monies from development gain) were identified via the TisPlan questionnaire and are detailed as Actions below:

	Action
CIL	<ul style="list-style-type: none"> <li>• Conserving and managing green spaces, improving play parks and recreation grounds. This includes those already stated in LCW.3, such as landscaping to promote natural features, shared open spaces and trees, allotment facilities, and recreational facilities for children and young people</li> <li>• The enhancement of existing non-vehicular public rights of way to encourage sustainable transport patterns within the village and its environs</li> <li>• Investment in the local roads network, including new or improved access arrangements, the provision of new paths to improve linkages between existing paths, additional passing places, improvements to verges and provision of traffic calming measures, in order to mitigate impact from development (<i>Policy TR.3</i>)</li> <li>• Energy initiatives e.g. electric car charging points, low-level LED lighting and renewable energy and energy efficiency projects. Support for and enhancement of existing community facilities (e.g. Tisbury Swimming Pool) and the provision of new community assets</li> <li>• Support for community transport initiatives to maintain and improve their viability</li> <li>• Enhance the provision of facilities that reduce waste and encourage local recycling</li> <li>• Measures that continue to promote free parking, where feasible</li> </ul>

As opportunities arise, the Parish Councils are expected to take forward priorities for CIL investment as identified above and with specific reference to action points listed at the end of each section of TisPlan.





TisPlan was produced by a steering group consisting of community volunteers from Tisbury and West Tisbury, all of whom share a passion for this community in which they live and work.

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