



Tisbury & West Tisbury Neighbourhood Plan

Edition 2 (2024)
Regulation 14 Version



In general conformity with the Neighbourhood Planning (General) Regulations 2012, (as amended) and the Neighbourhood Planning Act 2017

Contents

Foreword	10
1. INTRODUCTION	12
2. VISION	16
2.1. An Overview of the TisPlan Area	17
2.2. Challenges Identified and Addressed by TisPlan	19
2.3. TisPlan’s Vision and Key Policy Themes	21
2.4. Sustainable Development	23
3. NATURAL ENVIRONMENT & CLIMATE CHANGE	24
3.1. Vision	25
3.2. The Cranborne Chase National Landscape	25
3.3. The River Avon Special Area of Conservation	27
3.4. Green and Blue Infrastructure	28
3.5. Sites of Importance for Nature Conservation	30
3.6. Trees and Landscaping	34
3.7. Flood Risk, Sewers and Drainage	35
3.8. Energy Conservation and Renewal	41
4. DESIGN, HERITAGE & THE BUILT ENVIRONMENT	43
4.1. Vision	44
4.2. High Quality Design and Landscaping	44
4.3. Protecting the International Dark Skies Reserve	46
4.4. Prioritising Brownfield Sites	50
4.5. Character, Heritage and a Sense of Place	52
4.6. Enabling Infrastructure	62
4.7. Place-shaping	64
5. HOMES	66
5.1. Vision	67
5.2. Background and Rationale	67
5.3. Housing Numbers	68
5.4. Affordability	69
5.5. Homes that Support Independent Living	73
5.6. Capacity of Primary Care Services	79
5.7. Balancing Employment and Housing	83
6. SITE ALLOCATION	86
7. SITE ALLOCATION – STATION WORKS, TISBURY SP3 6QU	88
7.1. Vision	89
7.2. The Site	90
7.3. Strategic Economic Importance	93

7.4.	Site Specific Challenges.....	94
7.5.	National Landscape and Heritage Significance	94
7.6.	Direct Pedestrian and Cycle Access	99
7.7.	Flood Risk and Isolation	102
7.8.	Footpath FP16	103
7.9.	Primary Healthcare.....	103
7.10.	Railway Integration.....	103
7.11.	Parking	104
7.12.	Boundary Treatment	105
7.13.	Railway Noise	105
7.14.	High Quality Design	106
7.15.	Masterplanning	108
7.16.	Out-commuting and Air Quality	109
7.17.	Density of Development	110
7.18.	Viability Testing	111
7.19.	Allocation for Major Development.....	112
8.	SITE ALLOCATION – OLD SPORTS CENTRE, TISBURY SP3 6HJ.....	117
8.1.	Vision	118
8.2.	The Site	118
8.3.	Evolution of a Community-led Scheme	119
9.	SUSTAINABLE TRANSPORT	121
9.1.	Vision	122
9.2.	The Rural Road Network.....	122
9.3.	Traffic Volumes	123
9.4.	Large Vehicles.....	124
9.5.	Parking Provision.....	125
9.6.	A Safe and Walkable Village.....	126
9.7.	Tisbury Railway Station.....	130
10.	PROMOTING BUSINESS & EMPLOYMENT.....	134
10.1.	Vision	135
10.2.	Loss of Traditional Employment.....	135
10.3.	New Small Businesses.....	136
10.4.	Protection of Employment Sites.....	137
11.	LEISURE, COMMUNITY & WELL-BEING	140
11.1.	Vision	141
11.2.	Background and Rationale	141
11.3.	Local Green Spaces	142
11.4.	Sport & Recreation Facilities	145
11.5.	Retention of Community Facilities	146
11.6.	Public Open Space	147
	APPENDIX 1 – LIST OF IMPORTANT LOCAL VIEWS (TISBURY VILLAGE).....	149

APPENDIX 2 – LIST OF NON-DESIGNATED HERITAGE ASSETS	157
APPENDIX 3 – SUPPORTED USES TABLE.....	158
APPENDIX 4 – CHARACTER AREA MAP	161

Table of Policies

1. INTRODUCTION	12
2. VISION.....	16
3. NATURAL ENVIRONMENT & CLIMATE CHANGE	24
POLICY NE1: THE CRANBORNE CHASE NATIONAL LANDSCAPE	26
POLICY NE2: THE RIVER AVON SPECIAL AREA OF CONSERVATION	27
POLICY NE3: GREEN AND BLUE INFRASTRUCTURE	29
POLICY NE4: CONSERVATION, HABITATS & BIODIVERSITY	34
POLICY NE5: TREES.....	35
POLICY NE6: LANDSCAPING	35
POLICY NE7: MANAGING FLOOD RISK	39
POLICY NE8: ENERGY CONSERVATION	41
POLICY NE9: RENEWABLE ENERGY	42
4. DESIGN, HERITAGE & THE BUILT ENVIRONMENT	43
POLICY DB1: HIGH QUALITY DESIGN AND LANDSCAPING	46
POLICY DB2: PROTECTING THE INTERNATIONAL DARK SKIES RESERVE	49
POLICY DB3: BROWNFIELD SITES	51
POLICY DB4: CONSERVATION AND CHARACTER.....	60
POLICY DB5: INFRASTRUCTURE PROVISION	63
POLICY DB6: PLACE-SHAPING	65
5. HOMES.....	66
POLICY HS1: AFFORDABLE HOUSING	72
POLICY HS2: PROMOTING INDEPENDENCE	81
POLICY HS3: EMPLOYMENT AND OUT-COMMUTING.....	85

6.	SITE ALLOCATION	86
7.	SITE ALLOCATION – STATION WORKS, TISBURY SP3 6QU	88
	POLICY HS4: SITE ALLOCATION – STATION WORKS	113
8.	SITE ALLOCATION – OLD SPORTS CENTRE, TISBURY SP3 6HJ.....	117
	POLICY HS5: SITE ALLOCATION – OLD SPORTS CENTRE	120
9.	SUSTAINABLE TRANSPORT	121
	POLICY ST1: TRAFFIC IMPACT AND ROAD SAFETY	124
	POLICY ST2: PARKING PROVISION.....	126
	POLICY ST3: A SAFE AND WALKABLE VILLAGE.....	129
	POLICY ST4: TISBURY RAILWAY STATION	132
10.	PROMOTING BUSINESS & EMPLOYMENT.....	134
	POLICY EB1: ECONOMIC REGENERATION	138
11.	LEISURE, COMMUNITY & WELL-BEING	140
	POLICY LC1: LOCAL GREEN SPACES	145
	POLICY LC2: SPORTS AND RECREATION SPACES.....	146
	POLICY LC3: RETAINING COMMUNITY FACILITIES	146
	POLICY LC4: PUBLIC OPEN SPACE	148

List of Maps

Map 1 The Neighbourhood Plan Area, designated July 2015.....	15
Map 2 The Tisbury Community Area (Wiltshire Council)	17
Map 3 Cranborne Chase National Landscape.....	25
Map 4 Green & Blue Infrastructure in the TisPlan area	28
Map 5 Strategic Nature Areas in the Vale of Wardour.....	30
Map 6 Important Nature Sites in the Plan Area	33
Map 7 Flood Zone 3b – Functional Floodplain in Tisbury and West Tisbury	37
Map 8 Tisbury Important Local Views	45
Maps 9 and 10 Dark Skies 1993 and 2000.....	48
Map 11 Dark Skies 2016.....	49
Map 12 Tisbury Conservation Area	52
Map 13 Tisbury’s Listed Buildings	53
Map 14 Tisbury Character Areas.....	55
Map 15 Prevailing Densities in Tisbury Village	58
Map 16 Wiltshire Spatial Strategy for Specialist Accommodation	76
Map 17 The Sarum West Primary Care Network.....	79
Map 18 Walking Distances from the Boundary of Tisbury Primary Shopping Area	82
Map 19 Station Works – Site Allocation Plan.....	90
Map 20 Station Works - Pedestrian Access Routes	99
Map 21 Indicative Crossing Locations	101
Map 22 The Old Sports Centre – Site Allocation Plan	118
Map 23 Public Rights of Way	128
Map 24 Walking Distances from Tisbury Square.....	130
Map 25 Local Green Spaces in Tisbury – Allocated by TisPlan in 2019	143
Map 26 Local Green Space LGS7 – Designated 2024.....	144
Map 27 Tisbury Important Local Views (larger scale map)	156

List of Figures

Figure 1 - Recent Flood Events affecting Stubbles Path and the Three Arch Bridge	36
Figure 2 - The Nadder Floodplain from the Stubbles Footpath	38
Figure 3 - Hydropower Scheme at Fonthill Lake.....	41
Figure 4 – Bridge House (former Arundell Hotel), Railway Station & South Western PH.	57
Figure 5 – Important Local View 12.....	60
Figure 6 - Community Views on Affordability.....	71
Figure 7 - Tisbury Age Profile.....	74
Figure 8 - % Economically Active Population not in Employment.....	83
Figure 9 - Local Employment - Distance Travelled to Work.....	84
Figure 10 - Out-commuting Impact – Air Quality.....	85
Figure 11 - Station Works Site - Pictures.....	92
Figure 12 - Station Works in 1985.....	93
Figure 13 - Station Works Setting - View East from Mount Pleasant	95
Figure 14 - Station Works Setting - View south-east from Weaveland Farm	96
Figure 15 - Station Works Setting - Important Local View 14.....	96
Figure 16 - Station Works in 1961	97
Figure 17 - The Railway Station and Station Works	97
Figure 18 - Historic Railway Buildings.....	98
Figure 19 - Flooding of Indirect Pedestrian Route	100
Figure 20 - Indicative Underpass Design with Wide Visibility Splays.....	102
Figure 21 - Commercial Units by C. G. Fry on the Wyndham Estate	107
Figure 22 - Road Network Infrastructure – Pinch Points.....	122
Figure 23 - Rural Roads - Cycling in Newtown.....	127
Figure 24 - Rail and Road Journey Times.....	131
Figure 25 - Tisbury Fete 2023.....	141
Figure 26 - Chantry View	144

List of Tables

Table 1 – County Wildlife Site Designations and their Biodiversity Features	32
Table 2 – Character Areas Whose Land Forms the Tisbury Conservation Area.....	56
Table 3 – Character Areas Forming the Remainder of Tisbury Settlement.....	56
Table 4 – Affordability of Homes in Tisbury	70
Table 5 – Examples of Employment Lost to Tisbury Since 1990.....	135
Table 6 – Designated Local Green Spaces	145

Foreword

Welcome to TisPlan 2, the 2nd edition of the Tisbury & West Tisbury Neighbourhood Plan passed overwhelmingly by referendum in 2019. The older a neighbourhood plan is the less weight it has, so at the end of 2021 the Parish Councils decided it was in everyone's interest to renew TisPlan.



This draft document, the “regulation 14” version, is the result. It is based on feedback from over 450 local residents who responded to last year's survey and is available to all stakeholders and the wider Tisbury and West Tisbury community for review. We welcome your feedback. Neighbourhood plans form part of Wiltshire Council's development plan (and in some respects take precedence over the Wiltshire Core Strategy and Local Plan) so TisPlan 2 will really make a difference.

This renewal refines and re-states the policies that were at the core of TisPlan in 2019. The Plan's vision is unchanged and no new development sites have been allocated, but based on last year's feedback the policies on flood risk, green infrastructure and artificial light have been strengthened along with those on affordable homes and homes for older people. Lists of local green spaces and heritage assets have been refreshed and the Plan's two existing site allocation policies have been clarified. A new Character Area Statement is included, setting out what is unique about our village.

As its users will be planning officers TisPlan's policies are written in precise, planning language, but at its heart TisPlan is about what we as a community want for our neighbourhood and the issues it deals with are practical ones that affect us all. Its purpose is to ensure that all development in our area takes place in a sustainable way that enhances our lived experience and protects the things we value.

The essence of neighbourhood planning is local control. This Plan has been produced by the local community for the local community. It's a testament to the strength of our community, our shared commitment to shaping the future of our neighbourhood and our determination to create a more sustainable future for the next generation.

As part of our consultation, we will be holding online and face to face events over the next few months and I do hope you will take part and let us know your views.

Developing this plan has been a collaborative effort, with input from hundreds of local residents and businesses. I would like to thank TisPlan's Steering Group who have generously given their time and all of you who have contributed your views and ideas. Without your input this plan could not have come about. Thanks to our efforts, I hope the plan will ensure that our community remains a vibrant place to live and work.

A handwritten signature in brown ink, appearing to read 'Gerry Murray'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Sincerely,
Gerry Murray,
Chair, Tisbury & West Tisbury Neighbourhood Plan Steering Group

Acknowledgements - Second Edition

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And to everyone of Tisbury's community who contributed with their comments and suggestions over the past nine years.

Finally thanks to Locality and AECOM for their support

Section 1 Introduction



1. INTRODUCTION

The Scope of this Document

1. The first version of TisPlan in 2019 was the product of six years' work by many volunteers, based on input from hundreds of local people. Between 2014 and 2019 the Plan's Steering Group, formed by Tisbury and West Tisbury Parish Councils (TisPlan's "Qualifying Body"), consulted extensively with residents, businesses and other stakeholders in Tisbury, through meetings, surveys and consultation events. The response led to the development of a vision, then more detailed objectives and finally the finished TisPlan showing how the local community would like to shape future development. The Plan received 93.6% support at referendum¹ and was made on 28th November, 2019. It has informed a number of development proposals and in particular its vision for the site of the former Sports Centre in Tisbury guided a planning application for a community-led development of 13 homes, supported by Wiltshire Council, which has now received planning consent.²
2. Minor (non-material) updates were made on 16th November, 2020 with the agreement of the two Parish Councils and Wiltshire Council.
3. In 2021 the Parish Councils decided to renew TisPlan to take account of changes since 2019. During the spring of 2022 over 450 local residents took part in a community consultation, which confirmed the areas of focus and provided new insights on local housing need. The consultation indicated continued support for the overall vision set out in TisPlan, with 93% of those responding indicating their continuing support for TisPlan's vision statement.
4. This renewal of TisPlan therefore represents an evolution of the 2019 plan, which does not change its core vision and objectives, and does not allocate additional sites for development. Policies on flood risk have been refined in the light of severe flooding in Tisbury in 2021 and 2023 and the re-designation in 2019 of much of the Nadder Floodplain as a Flood Zone 3b. Policies on artificial light are refreshed following designation in 2019 of the Cranborne Chase National Landscape³ (in which Tisbury lies) as the 14th International Dark Sky Reserve, reflecting its exceptional night skies and the commitment to protect them for future generations. Lists of Local Green Spaces, Important Local Views and Non-designated Heritage Assets have been updated and candidates for future inclusion have been identified.
5. The plan has been informed by a new Character Area Statement, based on guidance from Wiltshire Council⁴, which defines the character of all 20 areas that make up Tisbury settlement and indicates their potential to support future development.
6. To ensure that TisPlan continues to reflect the most up-to-date assessment of local housing need, this renewal is informed by new Housing Need Assessments prepared

¹ Referendum held 28th November, 2019. Vote in favour 93.6%. Turnout 35.12%

² Planning Application PL/2022/00855 approved 8th December, 2022

³ Formerly the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty as set out in the [Cranborne Chase NL Partnership Plan 2019-2024](#), footnote 6.

⁴ Guidance for Neighbourhood Planning within Wiltshire, Integrating High Quality Design, Wiltshire Council, January 2023

by AECOM⁵ and a new indicative housing requirement provided by Wiltshire Council. Finally, greater clarity has been brought to the plan's allocation policies for its major strategic site at Station Works, with the benefit of a scoping opinion on viability, prepared by Bailey Venning Associates in March 2023⁶ and other recent evidence.

7. The Steering Group is grateful for the support it has received from Locality⁷ and would like to thank everyone who has helped to produce this revision, including many members of Tisbury's community who have generously given their time, our local councillors and consultants, and to Anna McBride and Michael Kilmister at Wiltshire Council for their guidance and support.

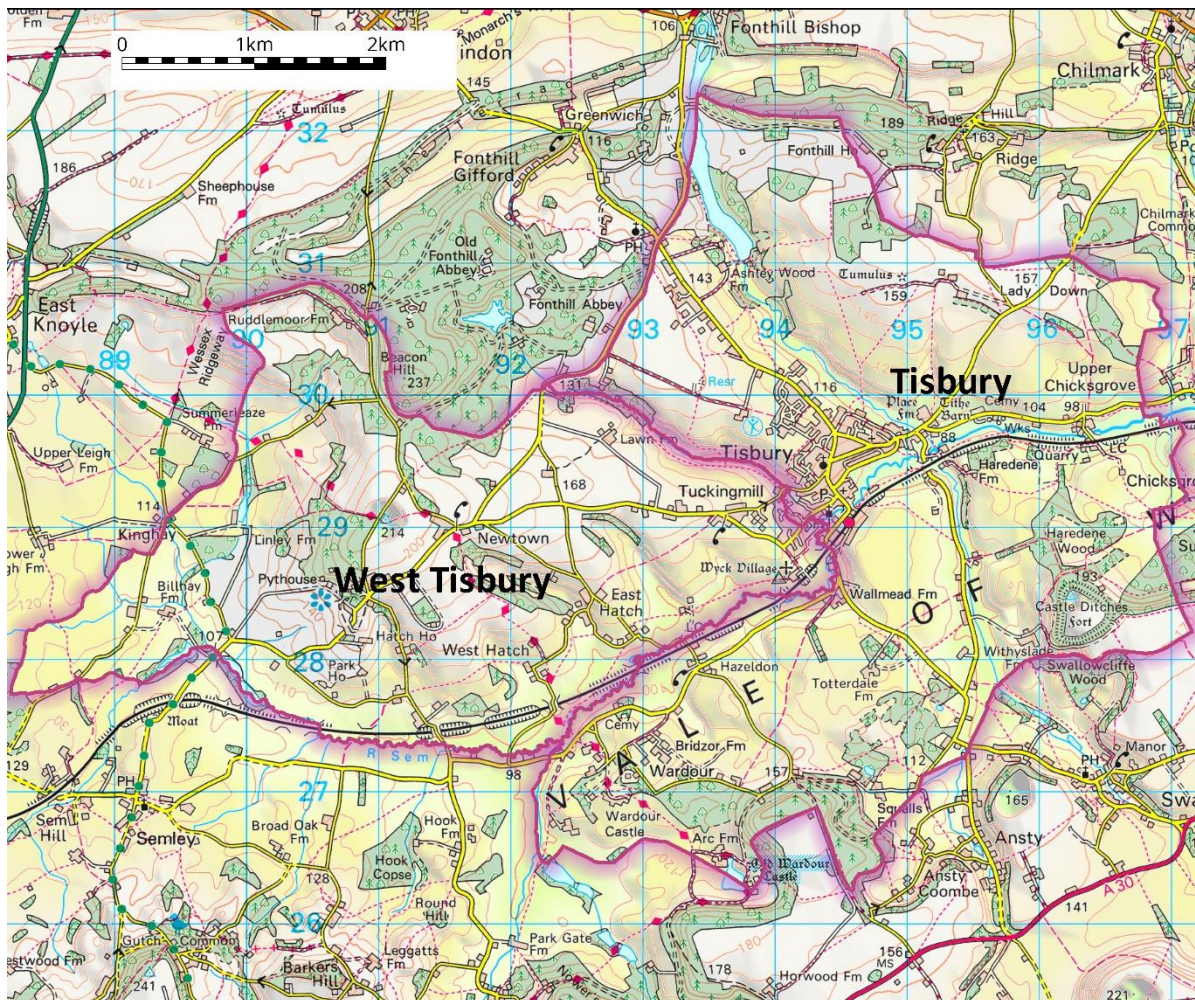
How to use TisPlan

8. Each section deals with one of the key themes that form the Plan, with footnotes pointing to additional evidence and supporting documents.
9. This Plan should be read alongside the the Tisbury Character Area Statement 2024, which is annexed to it.
10. To improve digital access, high resolution versions of the principal maps shown in TisPlan will be made available online when Plan is submitted for examination.

⁵ AECOM Infrastructure & Environment UK Ltd have been appointed by the Department for Levelling Up, Housing & Communities to provide support to communities across England who are preparing their neighbourhood plans.

⁶ Land at Station Works, Station Road, Tisbury, Scoping Opinion on Viability, Bailey Venning Associates, March 2023

⁷ Locality UK is a charitable company who work with government to co-ordinate support for neighbourhood planning groups.



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Map 1 The Neighbourhood Plan Area, designated July 2015
 Map courtesy of Wiltshire Council

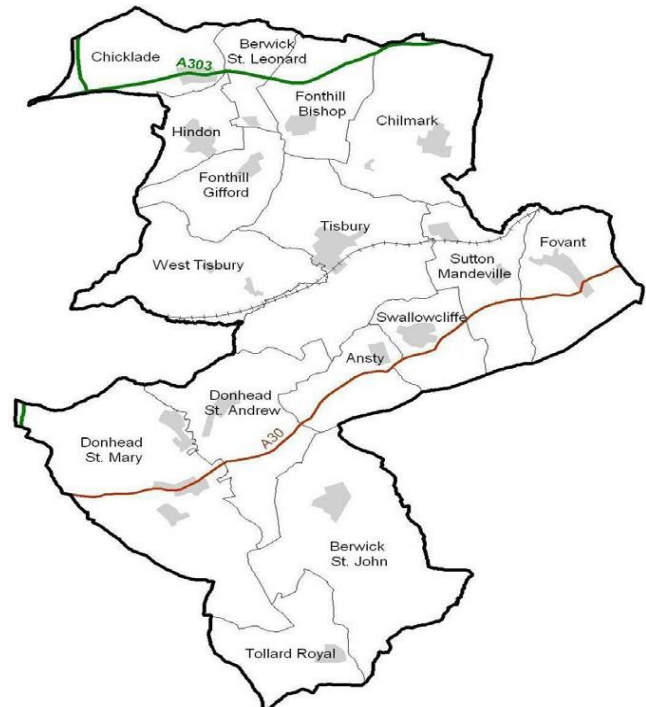


Section 2 Vision

2. VISION

2.1. An Overview of the TisPlan Area

11. Map 1 shows the Plan area⁸ Tisbury originated as a Saxon settlement, beside the River Nadder around where the Church of St John the Baptist now stands. The Church's immediate surrounds are regarded as having high archaeological significance with links to a mid-Saxon monastery and burial ground. It was the Saxons who first called the area Tissebiri, derived from Tysse's Burgh. 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.⁹



Map 2 The Tisbury Community Area (Wiltshire Council)

12. The Plan area, formed of the parishes of Tisbury and West Tisbury, is a vibrant and close-knit community, comprising two of the sixteen parishes of the Tisbury Community Area in South West Wiltshire, an area of 156 square kilometres, which stretches from Hindon in the north to Tollard Royal in the south.

13. Both parishes lie in an area of distinctly rural character within the Cranborne Chase National Landscape (formerly Area of Outstanding Natural Beauty)¹⁰, designated in 1981 (the "NL"), a "landscape of national significance"¹¹ whose special qualities include its diversity, sense of history and remoteness, dark night skies, tranquillity; and its overwhelmingly rural character. The Tisbury Community Area is the second least populous area of Wiltshire¹² and in 2019 the NL became one of fourteen international dark sky reserves in recognition of the exceptional quality of its night skies and its commitment to protect them.

14. The vale formed by the River Nadder, in which Tisbury sits (the "Vale of Wardour") is an important landform within the NL,¹³ referred to in its Statement of Significance.¹⁴ Its

⁸ All the maps in TisPlan are reproduced in larger format in the Map Supplement

⁹ For a more detailed account of Tisbury's history, see Local History of the TisPlan Area www.TisPlan.org.uk

¹⁰ Full legal title "Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty"

¹¹ Cranborne Chase Partnership Plan 2019-2024, paragraph 2.1

¹² Cranborne Chase Partnership Plan 2019-2024, page 263.

¹³ Cranborne Chase And West Wiltshire Downs NL, "Integrated Landscape Character Assessment", June 2003

¹⁴ Cranborne Chase Partnership Plan 2019-2024, paragraph 2.5

importance derives from its settled landscape of fields; a dense network of lanes linking the many farms; small, nucleated settlements located on the valley sides; and traditional stone cottages creating “a sense of enclosure”. The changing landform of the Vale, from deep valley to wide open vale gives a variety of viewing experiences.

15. In 2021 the Plan area had a population of 2,900 residents,¹⁵ mostly living in Tisbury village (population 2,271).¹⁶ Tisbury is the largest settlement in the NL, with a wide variety of local services and shops in its high street. The village lies mainly within Tisbury parish.
16. The rural hinterland of Tisbury village is shared between Tisbury and West Tisbury parishes, 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 Chicks Grove, as well as numerous scattered farms.
17. Tisbury’s high street and railway station have resulted in the village being designated a ‘Local Service Centre’. The area’s distinctly rural character, strong community and mainline rail service have attracted inward migration, enabling Tisbury’s high street to remain resilient despite the challenging economic climate. Businesses include local independent shops, a doctors’ surgery, dental practice, garage, two pubs, a tearoom, cafe, delicatessen and butcher. The local Post Office and Co-op play a pivotal role, bringing footfall to the rest of the high street. By contrast, the economy in the hamlets of West Tisbury remains primarily agricultural.
18. A short distance away from the high street is the Nadder Centre, which opened in October 2016 and is now home to the library, sports hall, Tisbury pre-school, a children’s centre, offices and meeting spaces. Wiltshire police use the Nadder Centre as a ‘hot-desking’ base, having closed their police station, previously situated on The Avenue, just off Tisbury High Street.
19. There are no main roads running through Tisbury. All the access roads are winding, with narrow pinch points, few pavements and low bridges, factors which limit their use by heavy vehicles. The nearest major routes are two A-roads, the A303 over 6 km to the north and the A30 4.8 km to the south.
20. Tisbury benefits from rail connections to Salisbury and Exeter, with the direct service to London Waterloo taking less than two hours. However, as a rural community, residents are often heavily reliant on their cars and long-distance commuting is above average for Wiltshire.¹⁷
21. 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), run by volunteers who endeavour to make up for some of the gaps in the provision of public transport.¹⁸

¹⁵ Census 2021, table PP012, parishes of Tisbury and West Tisbury

¹⁶ Census 2021, table RM011 aggregation of Output Areas E00163372 to 80 (excluding E00163376 and E00163379) corresponding to Tisbury village built-up area.

¹⁷ Wiltshire Core Strategy, adopted January 2015, para 5.143

¹⁸ For more information, see Theme: Sustainable Transport

2.2. Challenges Identified and Addressed by TisPlan

22. In 2006, Wiltshire Council's Core Strategy set a development target for Tisbury and the surrounding Tisbury Community Area of 420 new dwellings to 2026, of which 200 were allocated to the village of Tisbury.¹⁹
23. Since 2006 a significant number of homes have been delivered, notably by the Wyndhams²⁰ development off Hindon Lane, with the Wiltshire Housing Land Supply Statement (base date April 2022) indicating that 178 new homes were built in the village between 2006 and 2022.
24. Population growth has created pressures on local services and infrastructure. The number of households in Tisbury village grew by 12% between 2011 and 2021²¹ and Tisbury GP Surgery reports that its patient roll doubled between 2002 and 2022²².
25. Recognising this, Core Policies 1 and 27 of the Wiltshire Core Strategy set an objective of "self-containment" for Tisbury characterised by "modest growth" that balances housing and local employment, taking account of the village's rural character, narrow access roads and the sensitive landscape of the NL. Core Policy 60 directs development towards sustainable locations that reduce the need to travel by private car. This approach is reinforced by the emerging Local Plan.^{23 and 24}
26. Of the indicative housing requirement set for 2006 to 2026, Wiltshire Council reported that 19 homes remained for delivery at April 2022²⁵, of which 13 have subsequently been approved for the Old Sports Centre site.²⁶
27. The emerging Local Plan provides an indicative residual housing requirement of 52 homes for Tisbury village in the period 2020 to 2038 and Wiltshire Council has advised that TisPlan should be informed by this figure.^{27 28} There is no indicative housing requirement for the rural part of the TisPlan area, composed of farms and hamlets, because Wiltshire Council expects plan-led growth to be focused at larger, more sustainable rural settlements.²⁹
28. TisPlan is informed by two reviews prepared by AECOM on housing need, the first dealing with affordable homes and the second the need to anticipate the growth in the older population during the Plan period. The local population is already older than the Wiltshire average and current demographic trends mean that by 2038 one out of every

¹⁹ These housing targets were 'saved' from the Salisbury District Council Care Strategy and brought forward by Wiltshire Council when it became a Unitary Authority in 2009

²⁰ Wyndhams was completed in 2014 and included 90 dwellings, plus business units covering an area of 1.4 ha

²¹ ONS tables QS408EW (2011) and RM101 (2021) for output areas E00163372-5, E00163377-8 and E00163380

²² Letter from Dr. Adam Smith, Senior Practitioner at Tisbury GP Surgery to Tisbury Parish Council, 28th November 2022

²³ Wiltshire Core Strategy, made January 2015, Core Policies 1 and 27, paragraphs 5.145 to 5.147. The Wiltshire Core Strategy currently forms the main part of Wiltshire Council's development plan, but is due to be superseded in 2024 by the emerging Wiltshire Local Plan.

²⁴ Wiltshire Emerging Local Plan "Empowering Local Communities", January 2021, paragraph 28

²⁵ Wiltshire Housing Land Supply Statement, Based Date April 2022, page 72

²⁶ Planning Application PL/2022/00855

²⁷ Wiltshire Emerging Local Plan, Regulation 19 Version, Rural Housing Requirements 2023, pages 90 and 98

²⁸ Written opinion of Wiltshire Spatial Planning, 2nd August, 2023

²⁹ Wiltshire Emerging Local Plan, Regulation 19, Version, Rural Housing Requirements 2023, paragraphs 1.7, 1.9 and 3.4

two householders in the Plan area is predicted to be 65 years or older.³⁰ TisPlan seeks to anticipate this challenge by planning for new forms of accommodation that enable older people to maintain their independence for as long as possible.

29. The Wiltshire Core Strategy also set a target of 1.4 ha of additional employment land in Tisbury in the period up to 2026. This has only been partly satisfied by the development at Wyndhams, which provided 0.6 ha of business space serving a range of business needs.³¹
30. The horizon of the Neighbourhood Plan is 2038, which coincides with the horizon date for the emerging Wiltshire Local Plan.
31. In 2019 TisPlan allocated land for housing and there is no intention in this early review of the Plan to allocate additional sites, although the potential for other sites to come forward for assessment during the Plan's lifetime is taken into account, along with rates of windfall development.³²
32. The policies set out in this plan aim to promote comprehensive, creative and sustainable³³ development over the Plan period to 2038. TisPlan seeks to make the best possible use of available land by identifying new public infrastructure necessary to unlock land in the right places to support sustainable growth and a strong local economy, whilst conserving the unique character of the NL.
33. It focuses in particular on brownfield sites (land that has been previously used) that could both support affordable homes and encourage local enterprise. The Site Assessment Report for TisPlan carried out by AECOM found a number of brownfield sites with potential for redevelopment.³⁴ The more recent Character Area Statement examines the overall potential of each character area to support development along with sites that might be suitable for further assessment in future versions of TisPlan.
34. Making good use of brownfield land helps to conserve the area's natural environment and iconic landscapes, delivering affordable homes at more sustainable locations closer to Tisbury's village centre, in preference to less sustainable greenfield sites that would disrupt the NL and create an undue reliance on car-borne travel.
35. The Character Area Statement is an important resource that will help new development to enhance the area's distinctive rural character and role within the NL, contributing to the existing settlement and reinforcing Tisbury's sense of place.³⁵
36. A sustainable community is at the heart of the Plan and its vision for the future. TisPlan aims to ensure that biodiversity is promoted; green infrastructure is increased and the NL's nationally significant character, landscapes, dark skies, natural environment and heritage assets are protected. In particular it seeks to ensure that the community is protected from the effects of climate change by adapting to increased flood risks.

³⁰ With 60% of new household growth projected to come from those aged over 65 by 2033, the percentage of households whose Household Reference Person is 65 or over in the Plan area can be expected to increase from 37% in 2011 to 50% in 2038. Sources: AECOM, "Housing Needs Assessment 2022", Paragraph 150 and Care Services Improvement Partnership, "More Choice, Greater Voice", 2008. The Household Reference Person is the head of the household as defined by the [Office for National Statistics](#).

³¹ In particular: Use classifications 2018 Offices (B1) Storage and Distribution (B8) and Assembly and Leisure (D2)

³² Windfall development refers to development of homes outside allocated sites.

³³ National Planning Policy Framework, December 2023, paragraph 8

³⁴ See TisPlan Site Assessment Report, AECOM June 2017 www.TisPlan.org.uk

³⁵ In conformity with the NL Partnership Plan 2014-2019 as amended and updated, available from <http://www.CCNL.org.uk>

2.3. TisPlan’s Vision and Key Policy Themes

TISPLAN VISION STATEMENT

37. TisPlan’s Vision is unchanged from 2019:

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 Cranborne Chase NL and its outstanding landscapes, environment and heritage assets will be at the core of any local development decision.

TISPLAN THEMES

38. TisPlan’s themes, developed from its vision, have been refined in this second edition:

<p>Theme 1: Natural Environment and Climate Change</p>	<p><i>The unique rural character of the area will be conserved and enhanced. New development will respect natural beauty, landscape and biodiversity within the NL whilst seeking to conserve its natural and historic assets.</i></p> <p><i>Areas at high risk from flooding will be excluded from development. Measures will be taken to mitigate any adverse impact on local water resources.</i></p>
<p>Theme 2: Design, Heritage and the Built Environment</p>	<p><i>New development will deliver sustainable, high-quality design and landscaping. Layouts will be sympathetically designed so that they blend with the character of the existing settlements and contribute to the character of the NL. Buildings will be constructed to high energy efficiency standards.</i></p> <p><i>Development will be sympathetic to the Conservation Area and respond to Tisbury’s distinctive local character, as set out in the Character Area Statement, contributing to its sense of place.</i></p> <p><i>TisPlan recognises the role that enabling infrastructure plays in unlocking under-utilised sites and seeks to identify and overcome any infrastructure deficiencies that could hinder the most effective use of brownfield land.</i></p>

<p>Theme 3: Homes</p>	<p><i>Modest levels of new housing will safeguard Tisbury's role and economic sustainability, with the highest possible ratio given to affordable homes. Development of housing will be informed by the most recent evidence of local need and will focus on sustainable, brownfield sites close to the village centre at well-connected locations. In particular it will seek to bring public benefit by balancing provision of affordable homes with local employment and provide accommodation that enables older people to remain independent in their later years.</i></p>
<p>Theme 4: Sustainable Transport</p>	<p><i>New development will promote a safe, walkable/cyclable village.</i></p> <p><i>Additional parking will be supported where this contributes to the economic vitality of Tisbury's high street or promotes active travel through better integration with public transport services.</i></p> <p><i>Development close to the railway station will anticipate (be designed to integrate with) future modernisation of the West of England railway, including expansion of Tisbury station, enabling Tisbury to exploit the economic benefits resulting from railway enhancement.</i></p>
<p>Theme 5: Employment & Business</p>	<p><i>Development will promote a resilient and diverse local economy, contributing to the area's prosperity and self-sufficiency. Employment sites whose existing uses are no longer sustainable will be regenerated in ways that enable valuable employment land to meet future business needs, particularly by encouraging knowledge-based, technological, creative or service-based enterprises that can make more effective use of available land.</i></p>
<p>Theme 6: Leisure, Community and Well-Being</p>	<p><i>Development will conserve and enhance local green spaces, recreational land and community facilities that are valued by Tisbury's community and play a vital role in promoting a sense of community cohesion and personal well-being. New development will provide sufficient levels of public open space to promote well-being and support an increasingly older population.</i></p>

2.4. Sustainable Development

39. In drafting TisPlan the Steering Group has sought to ensure that the Plan's policies work together to address the requirements for sustainable development with its three aspects:
- Economic - contributing to 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, supporting the community's health, social and cultural well-being; and
 - Environmental - protecting our environment: using natural resources prudently, minimising waste and pollution and mitigating the effects of climate change.
40. Particular effort has been made to underpin each policy with sound evidence, whilst also complying with national policies, the Wiltshire Core Strategy and where appropriate the emerging Wiltshire Local Plan. The Plan's evidence base, along with details of the various consultations that have informed TisPlan and a "Basic Conditions Statement"³⁶ (setting out the Plan's conformity with national and local policy) will be published on www.TisPlan.org.uk at the time the Plan is submitted for examination.

³⁶ The Basic Conditions Statement is required by the Neighbourhood Planning (General) Regulations 2012.

Section 3

Natural Environment & Climate Change



3. NATURAL ENVIRONMENT & CLIMATE CHANGE

3.1. Vision

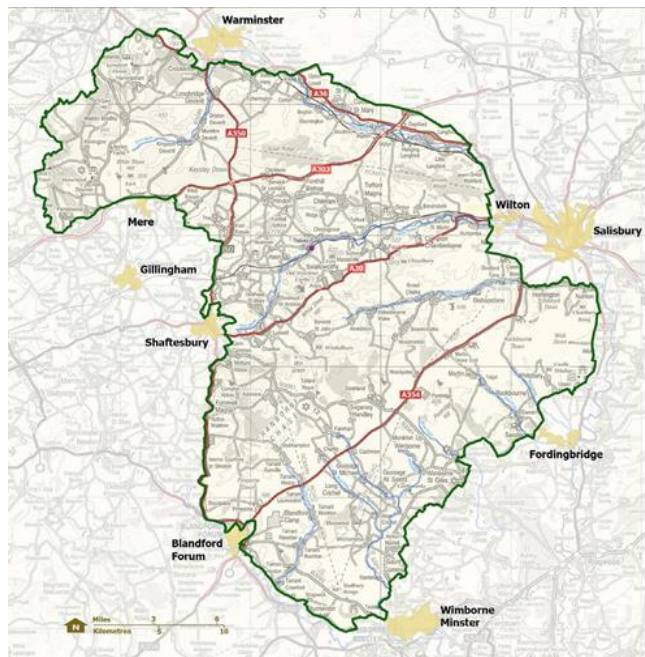
The unique rural character of the area will be conserved and enhanced. New development will respect natural beauty, landscape and biodiversity within the NL whilst seeking to conserve its natural and historic assets.

Areas at high risk from flooding will be excluded from development. Measures will be taken to mitigate any adverse impact on local water resources

3.2. The Cranborne Chase National Landscape

41. The whole Plan area is set within the Cranborne Chase Area of Outstanding Natural Beauty (NL) - the sixth largest in England, whose area is shown in Map 3.

42. The NL is an area of exceptionally high scenic quality which enjoys statutory protection to conserve its high landscape value, richness of biodiversity, and its natural, scenic and historic character. A core feature is the River Nadder that meanders through the Vale of Wardour, in which Tisbury and West Tisbury lie, before flowing on to join the River Avon at Salisbury. The landscape and rich biodiversity of the water meadows adjacent to the river are of great value.



Map 3 Cranborne Chase National Landscape
(Cranborne Chase NL Partnership)

43. Tisbury is the largest settlement in the NL,³⁷ with its only railway station, and the objective of the NL's Partnership Board³⁸ is to promote more sustainable access to the NL through greater use of the railway.³⁹

³⁷ Cranborne Chase National Landscape, "[Parishes and Town Councils in the National Landscape](#)"

³⁸ The NL's statutory management board established under the terms of the Countryside and Rights of Way Act 2000.

³⁹ Cranborne Chase Partnership Plan 2019-2024, pages 37, 92 and 101

44. The NL Partnership describes the NL as a “living and working landscape”⁴⁰ in which the natural landscape and the social and economic health of its communities are closely intertwined.^{41 42} Its special qualities include its relative wildness, tranquillity,^{43 44} natural environment (geology, landform and vegetation), its socio-cultural environment (field patterns and historic buildings) and its visual qualities. Its Integrated Landscape Character Assessment⁴⁵ sets out the broad management objectives for Tisbury and the Vale of Wardour, which include objectives to:
- preserve the key features that unify the landscape such as the consistent use of building materials and the presence of scattered trees;
 - safeguard the rural character of the lanes; and
 - ensure developments integrate with the existing character and structure of settlements.
45. The NL’s Partnership Plan⁴⁶ defines the challenges affecting the Vale of Wardour as:
- transportation and vehicle accessibility;
 - securing greater benefits from the railway, and associated parking needs; and
 - development pressures, particularly around Tisbury, and potential loss of character.
46. The local community considers it a matter of vital importance that development conserves and enhances the natural beauty of the NL.^{47 48} It is also important that development promotes sustainable ways in which the public can understand and enjoy the NL’s special qualities.

POLICY NE1: THE CRANBORNE CHASE NATIONAL LANDSCAPE

Development should conserve and enhance the natural beauty of the NL and in addition:

1. should be in conformity with the provisions of the NL’s Partnership Plan 2019-24 and its successors, published by the Cranborne Chase NL Partnership;
2. wherever possible should promote the public understanding and enjoyment of the NL through sustainable means; and
3. should conserve and enhance the following specific qualities of the Plan area set out in the NL’s Partnership Plan and Integrated Character and Landscape Assessment:
 - a) the pastoral character of the countryside and its diversity of habitats;

⁴⁰ Cranborne NL Partnership Plan 2019-2024, pages 15, 13 and chapters 12 through 14

⁴¹ Countryside Commission Policy Statement on Areas of Outstanding Natural Beauty 1991. This statement is referred to on the websites of numerous NLs, but an online version of the document is not available.

⁴² Countryside and Rights of Way Act 2000, Sections 87(1) and 87(2)

⁴³ Natural England, Guidance for assessing landscapes for designation as National Park or Area of Outstanding Natural Beauty in England, March 2011

⁴⁴ Natural England, Guidance, Areas of outstanding natural beauty (NLs): designation and management, 2018

⁴⁵ Cranborne Chase And West Wiltshire Downs NL, “Integrated Landscape Character Assessment”, June 2003, page 193ff

⁴⁶ The NL’s statutory management plan required by Section 89 of the Countryside and Rights of Way Act 2000. The Partnership Plan is a material planning consideration as set out in Planning Practice Guidance, Natural Environment, paragraph: 040 Reference ID: 8-040-20190721

⁴⁷ Countryside and Rights of Way Act 2000, Section 85(1)

⁴⁸ See TisPlan Questionnaire Results, available at <http://www.TisPlan.org.uk>

- b) strong wooded character with broad leaf and mixed woodland, hedgerows and the presence of scattered trees;
- c) traditional black and white road signs;
- d) ancient pattern of small irregular fields and narrow lanes interspersed with irregular remnants of woodland;
- e) the rural character of the lanes;
- f) settled landscape containing Tisbury;
- g) visible historic components displaying evidence for past settlement and agriculture;
- h) variety of viewing experiences; and
- i) consistent use of stone as a building material.

3.3. *The River Avon Special Area of Conservation*

- 47. Large parts of the Plan area fall within the catchment of the River Avon Special Area of Conservation (“SAC”). Developments in these areas must be phosphorus-neutral to ensure that there is no adverse effect on the SAC either alone or cumulatively with other development.⁴⁹
- 48. Proposals must incorporate adequate avoidance and mitigation measures during construction and operation to prevent pollution and mitigate disturbance effects (such as suitable buffer zones along the watercourses, habitat enhancements and river access management measures). They must demonstrate compliance with Wiltshire Core Policy 69 (Protection of the River Avon SAC), which requires the use of Construction Management Plans for developments within 20m of the riverbank.

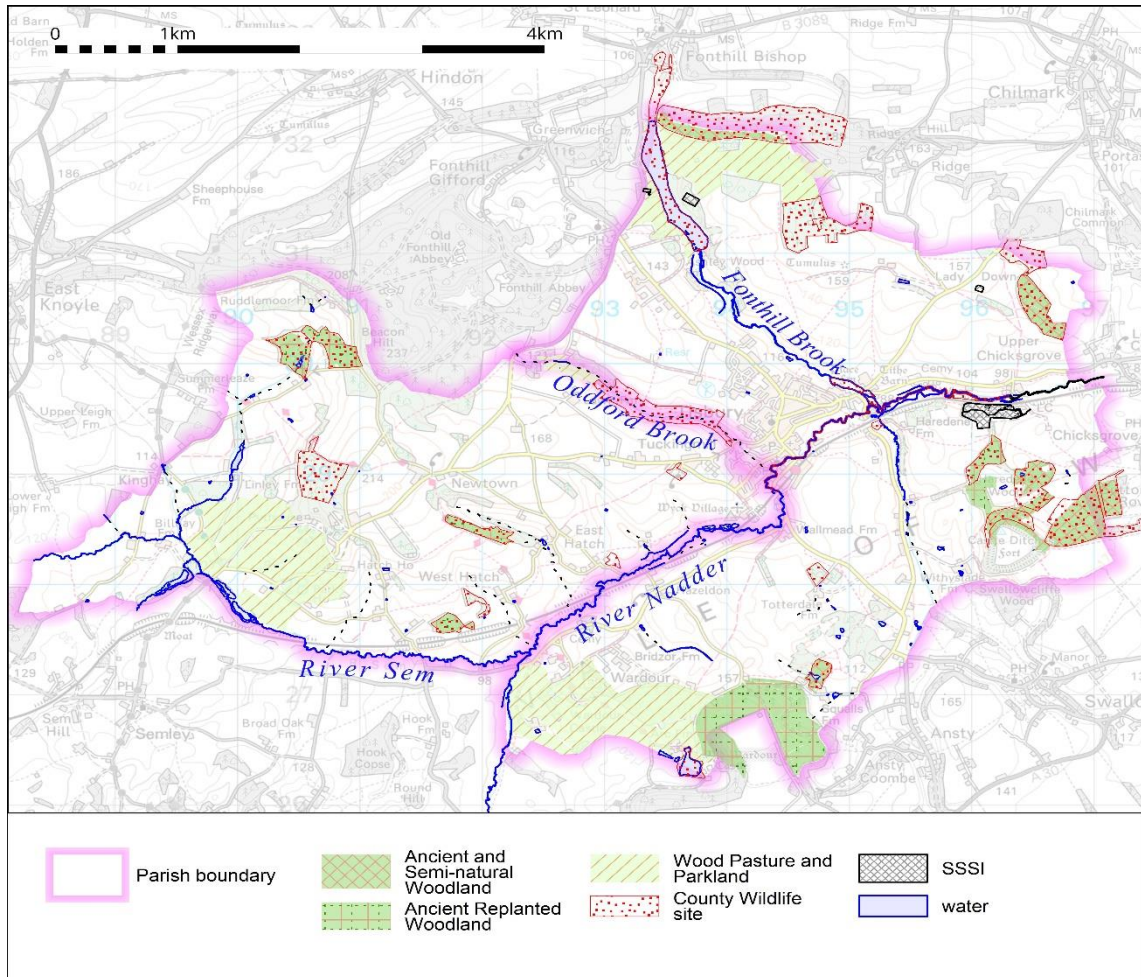
POLICY NE2: THE RIVER AVON SPECIAL AREA OF CONSERVATION

- 1. Planning proposals within the catchment area of the River Avon SAC will be expected to submit a Habitats Regulations Assessment demonstrating compliance with Wiltshire Core Policies 50 and 69.
- 2. Applications that come forward for development within close proximity to the River Avon SAC will need to incorporate appropriate avoidance and mitigation measures during construction and operation to prevent pollution and mitigate the effects of disturbance.

⁴⁹ Natural England, Advice for development proposals with the potential to affect water quality resulting in adverse nutrient impacts on habitats sites, 16th March, 2022.

3.4. Green and Blue Infrastructure

49. Map 4 identifies the important Green and Blue Infrastructure⁵⁰ in the Plan area that are essential to the well-being of both of the community and the natural environment.



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Map 4 Green & Blue Infrastructure in the TisPlan area

⁵⁰ Defined by the National Planning Policy Framework, December 2023 as “a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity” (page 70).

POLICY NE3: GREEN AND BLUE INFRASTRUCTURE

A) CONSERVATION AND ENHANCEMENT

Development will be supported, subject to the other policies of this Plan, where it:

1. enhances the networks, or improves the linkages between identified sites shown on Map 4 to this Plan (the “Green & Blue Networks”); or
2. makes a positive contribution to the public realm, or the Green & Blue Networks, through biodiverse green infrastructure that achieves ecological connectivity and multi-functional green spaces serving different recreational, wildlife and wider ecosystem service functions (including alleviation of heat island effect, sustainable drainage, carbon sinks, air quality improvements).

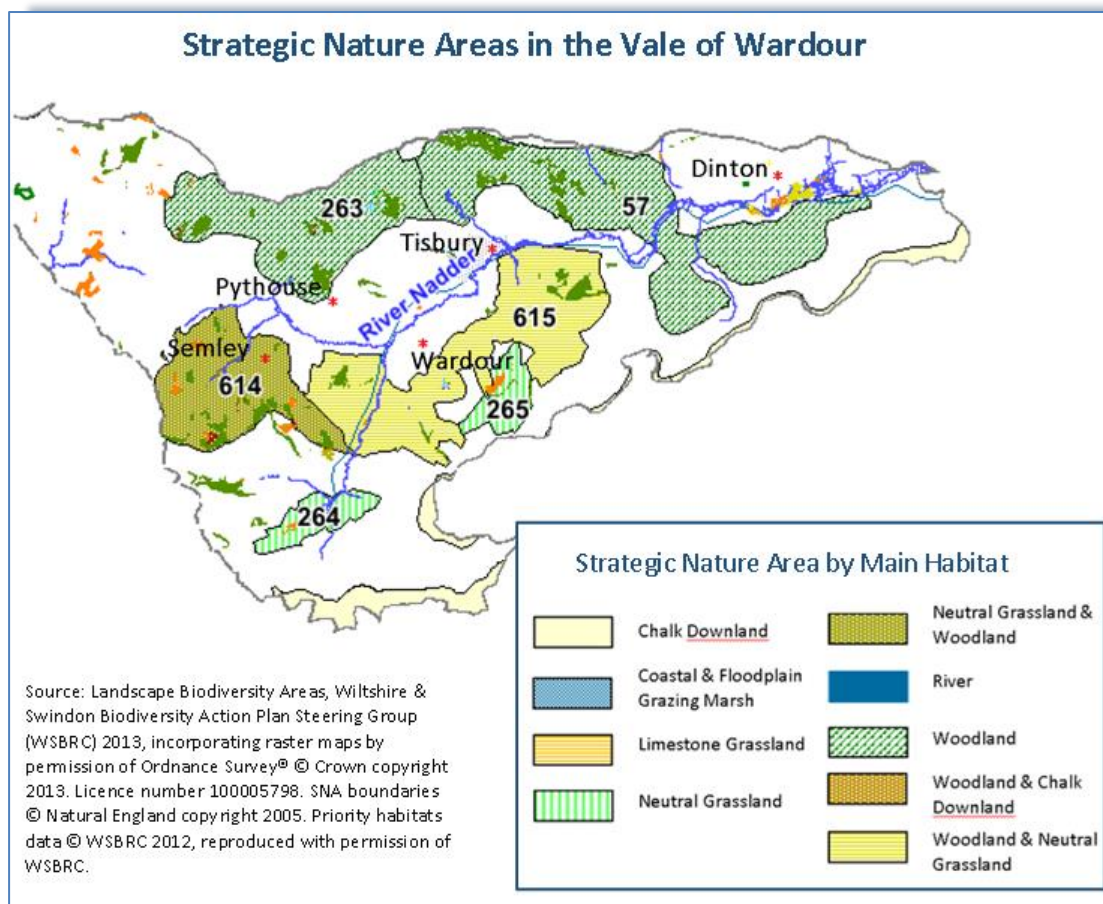
B) DESIGN

Green and Blue Infrastructure should be designed in accordance with the following principles:

1. emphasis on the ecological connectivity between wildlife areas and green spaces to achieve a minimum of 10% biodiversity net-gain;
2. creative incorporation of biodiverse, multi-functional green infrastructure (such as green roofs, green walls, trees, shrubs, hedges, swales, rain gardens) to achieve environmental net-gain;
3. appropriate selection and design of green infrastructure achieving climate adaptation and enhanced ecosystem services, such as trees, hedges and grasses in the right place to promote air quality and manage storm-water run off;
4. contribute to sustainable urban drainage (SuDs) systems, especially in areas within or adjacent to flood risk zones through the use of permeable surfaces on any public footpath or front garden area to help alleviate surface water flooding or any other appropriate scale SuDs solution.
5. install, where appropriate, arboricultural barriers between highways and pedestrian areas and/or tree and shrub planting to reduce noise and provide air quality buffers; and
6. new infrastructure should be accompanied by a management plan which outlines how it will be maintained and managed, where appropriate in agreement with local stakeholders.

3.5. Sites of Importance for Nature Conservation

50. The proximity of parts of the Plan area to the River Avon Special Area of Conservation (“SAC”), Sites of Special Scientific Interest (SSSI) and the Chilmark Bats SAC make it essential that developments fulfil their obligations under the planning system to conserve valuable habitats and the environment.
51. The Plan area includes a number of Strategic Nature Areas characterised by the Landscape Character Assessment carried out in 2008.⁵¹ Unlike the chalklands more typical to the north of Wiltshire, Tisbury sits on Cretaceous limestone and greensand bedrock in the valley of the River Nadder.



Map 5 Strategic Nature Areas in the Vale of Wardour
Wiltshire and Swindon Biological Records Centre Partnership

⁵¹ A study which 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).

52. There are several nationally and internationally designated nature conservation and environmental sites within the area. The River Nadder is one of the largest tributaries of the Hampshire Avon and is partially within its SAC. The river runs through Tisbury and West Tisbury, from west to east across the two parishes and is fed by two tributaries, the Oddford Brook to the south-west and Fonthill Brook to the north-east. The area contains the Old Wardour Park⁵² and Fonthill Lakes (two of the larger areas of water in the NL).
53. Some of these sites are in need of improved management to retain their habitats and biodiversity.⁵³ Increasing pressure from the provision of housing and commercial land in the Plan 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.
54. Historically, and until very recently, good water quality in the river supported 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 – features which must be protected and conserved.
55. The distinct biodiversity features are acknowledged through the designation of four County Wildlife Sites (CWS) (see Table 1), recognised by the Wiltshire and Swindon Biological Record Centre. Whilst not affording statutory protection CWS designation affirms a site’s importance and value for wildlife in its county context. These sites, along with Wiltshire’s SSSIs, are a vital network of habitats such as chalk grassland, hay and water meadows, habitats that have long been under pressure from modern development.
56. The Plan area hosts habitats for several protected species of bats, butterflies, moths, amphibians and birds, and endangered species such as the Common Dormouse and Peregrine Falcon.⁵⁴

⁵² Area within the Old Wardour Park is managed under the jurisdiction of the Old Wardour Park Strategic Master Plan, available at www.TisPlan.org.uk

⁵³ For more information, see TisPlan (2019) Strategic Environmental Assessment, www.TisPlan.org.uk

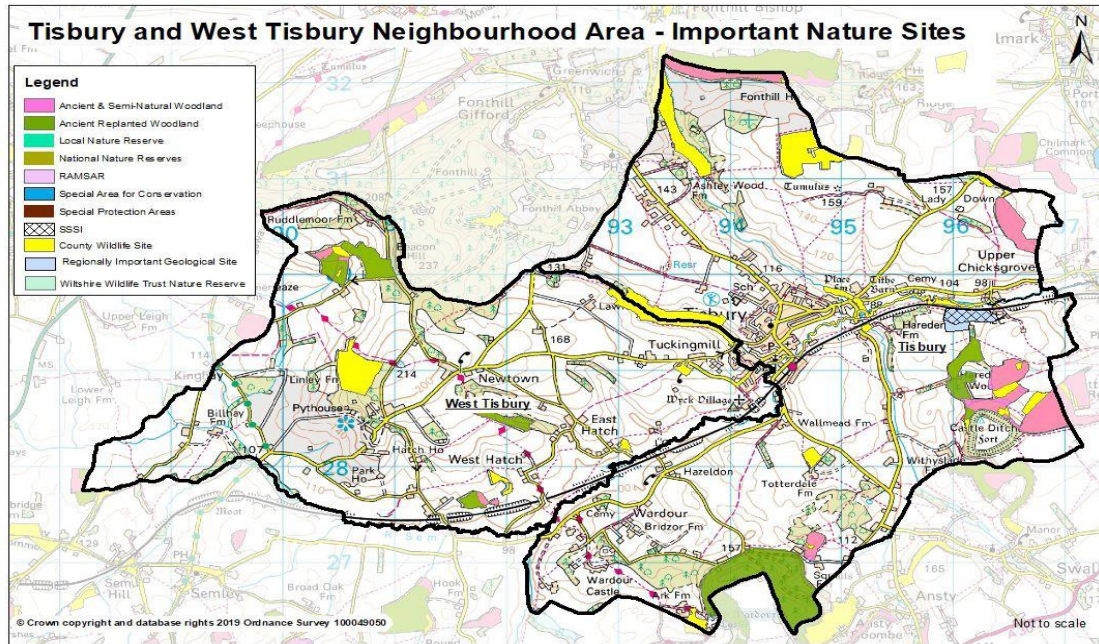
⁵⁴ For more information, see TisPlan (2019) Strategic Environmental Assessment, www.TisPlan.org.uk

Table 1 – County Wildlife Site Designations and their Biodiversity Features

<i>CWS Site</i>	<i>Significance</i>
Tisbury Meadow ST953294	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 to their biodiversity.
The Oddford Vale 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 rare chalkland species on the dry slopes of the south-facing escarpment.
Meadows ST952296	Grassland flora and butterflies.

57. Map 6 shows the designated environmental sites in the area. The village of Tisbury is within an 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 6 km of core roosts for bats at Chilmark Quarries SAC.
58. 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.
59. An initial Habitats Regulation Screening of TisPlan by Wiltshire Council highlighted that whilst the presence of these bats does not generally prevent development⁵⁵, their requirements should be taken into account at the earliest stages of planning to ensure that buildings are designed in a way that allows these bats to thrive. A number of bat surveys spread across the year may be required and developers will need to seek advice from a professional ecologist, given the sensitivity of the area.

⁵⁵ See Habitats Regulation Screening carried out by Wiltshire Council during TisPlan (2019) Reg 14 consultation, available at www.TisPlan.org.uk



Map 6 Important Nature Sites in the Plan Area

60. The “Station Works” site comprises brownfield land lying within the rural corridor of the River Nadder that potentially supports SAC bat species. Development of this site may lead to the loss or modification of buildings that the bats may use for roosting and disrupt flight routes through removal of vegetation or the installation of new lighting.
61. New development can actively contribute to enhanced biodiversity. The Community Open Space⁵⁶ – 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 lease⁵⁷ associated with the development of Wyndhams on Hindon Lane. The area is retained for community use, whereby Tisbury Parish Council is overseeing maintenance of the site, encouraging its regeneration as a wildflower meadow.

⁵⁶ Locally referred to as ‘The Community Meadow’

⁵⁷ The 100-year lease specifically excludes any permanent structures on the Community Field.

POLICY NE4: CONSERVATION, HABITATS & BIODIVERSITY

A) CONSERVATION

1. Map 6 and Table 1 identify the sites of importance to nature conservation across the Plan area. In addition, the landscape and biodiversity of the water meadows adjacent to the River Nadder (and designated as Zone 3b floodplain) are particularly valued by the local community. Development proposals that would result in adverse effects on the landscape and/or biodiversity on these sites which cannot be avoided (e.g. through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, will be refused.
2. The Special Areas of Conservation and Sites of Special Scientific Interest within the TisPlan Plan area will be protected from inappropriate development.

B) HABITATS AND BIODIVERSITY

Development proposals affecting sites identified as having wildlife and/or biodiversity importance should:

1. be in conformity with National Policy and the Development Plan;
2. deliver within the Plan area compensation that is ecologically equivalent or enhanced in type, amount and condition of the habitat being lost to ensure no net loss across the neighbourhood; and
3. demonstrate how biodiversity net gain and connected ecological networks are being achieved in situ or local to the development through the creation or enhancement of existing or new wildlife habitats.

3.6. Trees and Landscaping

62. Features of biodiversity value such as trees, hedgerows, waterways and meadows should be protected from the impact of development. In particular, there are several trees and groups of trees in the Plan area which merit protection, including:
 - Yew trees in St John's Churchyard
 - Cedar trees in the garden of Albany House
 - Elm trees at Wallmead Farm
 - Oak tree in The Grove woods near Wardour Castle
 - Trees lining the south side of The Avenue
 - Copper beeches along Hindon Lane.
63. 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 – in order to ensure that there is no net loss overall.
64. Trees play an essential role in protecting against climate change and enhancing biodiversity, yet the Forestry Commission calculate that at 2020 UK had one of the lowest levels of tree cover in Europe, at 13% compared with 32% in France and 33% in

both Germany and Italy.⁵⁸ Even with replacement, many years of re-growth are required to compensate for tree loss and TisPlan therefore seeks to promote the 3:1 replacement ratio recommended by the Woodland Trust.⁵⁹

65. Trees are also a much loved, intrinsic part of the character and appearance of the parishes and should be retained wherever possible.

POLICY NE5: TREES

1. Trees should be retained wherever possible.
2. Where development unavoidably necessitates the removal of trees and hedgerows, replacements must be provided on a three to one ratio and should be of a species appropriate to their location that will deliver enhanced habitat and environmental benefits.
3. All new tree planting should have an adequate root protection area to prevent future conflict with utility services and households.
4. Planting should follow Forestry Commission best practice guidance set out in “Tree Planting and Woodland Creation” to ensure that the right tree is planted in the right place*.

* (<https://www.gov.uk/guidance/tree-planting-and-woodland-creation-overview>)

POLICY NE6: LANDSCAPING

Landscaping schemes should conserve, enhance or promote natural features within development land, promote well-being and provide for wildlife habitats, including gardens, shared open spaces and trees, sensitive to the setting of the Plan area and the NL.

3.7. Flood Risk, Sewers and Drainage

Flood Risk

66. TisPlan seeks to increase the Plan area’s resilience to the effects of climate change by guiding development away from areas of flood risk and ensuring it does not contribute to flooding elsewhere.

⁵⁸ Forest Statistics 2023, Forestry Commission, page 7, using data from the United Nations Food and Agriculture Organisation

⁵⁹ Woodland Trust Guidance – [Felling Trees and the Law](#)

67. Parts of the Nadder Valley are subject to regular flooding and are classified into risk zones - medium risk (Zone 2), flood-prone areas (3a), or functioning floodplain (3b). The area of the floodplain lying between the railway line and Tisbury village is extremely sensitive in the light of the flooding events of 21 October 2021, 16th January 2023 and 2nd November 2023. Figure 1 shows photographs of flooding in this area. On each occasion flooding inundated the road under the Three Arch Bridge (which carries the railway over Jobbers Lane) and the Stubbles footpath (which connects Station Road to Church Street). A number of flood events in recent years have caused damage to properties located in this area, including properties in Church Mead and the South Western public house.

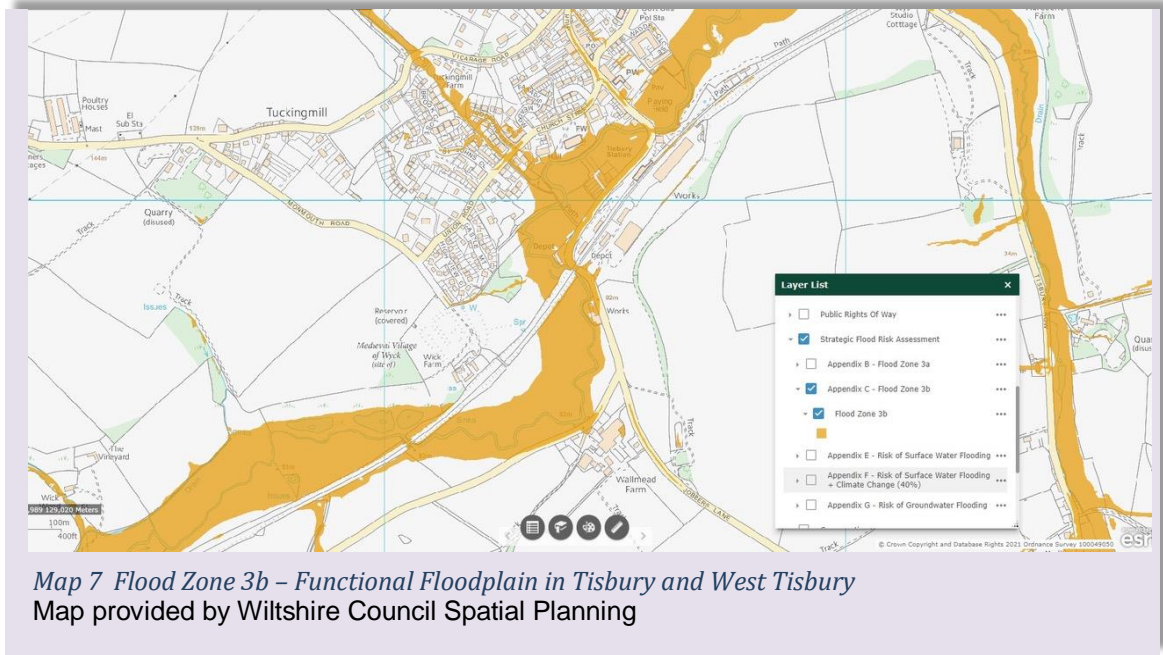


Figure 1 - Recent Flood Events affecting Stubbles Path and the Three Arch Bridge
Pictures clockwise from top left, 16th January, 2023, 20th October, 2021, 2nd November 2023 and 21st October 2021

68. In the light of recent flooding events, and with the support of the Environment Agency, the Wiltshire Council Strategic Flood Risk Assessment (SFRA)⁶⁰ has implemented a precautionary principle, which has the effect of redefining all flood Zone 3a to 3b (functional floodplain) in the Plan area. Functional floodplain is land where water has to flow or be stored in times of flood and is vital for the conveyance and storage of floodwater. As well as risking the safety of its occupants, development within this zone can impede the flow of floodwater and cause a loss of flood storage, thereby increasing flood risk, both within the area and further downstream.

⁶⁰ Wiltshire Level 1 Strategic Flood Risk Assessment, May 2019, paragraph 3.3.3

69. Map 7 shows the main area within Tisbury village that is now designated Flood Zone 3b (functional floodplain). The Environment Agency's standing advice is that no development, including minor development⁶¹ (other than essential infrastructure and water compatible development) should be permitted in flood zone 3b.⁶²
70. The National Planning Policy Framework (NPPF) sets out further requirements for developments in all flood zones, including through site specific flood risk assessments, sequential testing and exception testing.



71. Much of the area highlighted in Map 7 forms features that characterise the local area. The water meadows along The Avenue are particularly valued by the community due to their landscape, biodiversity and amenity benefits, whilst also acting as functional floodplain.
72. In the light of the risk to people and property it is therefore essential that development is directed towards areas of lower flood risk and that development permitted on the flood plain is strictly controlled.

⁶¹ As set out in Planning Practice Guidance [“Flood Risk Assessment: Standing Advice”](#)

⁶² As set out in Table 3 of [Planning Practice Guidance: Flood Risk and Coastal Change](#) and Annex 3 of the National Planning Policy Framework

Drainage

73. The River Nadder and its tributaries flow through Tisbury into the area of the Hampshire Avon SAC. However, the capacity of the sewerage infrastructure is finite. Tisbury has one operational combined sewer overflow (alongside the Recreation Field),⁶³ which activates when the sewerage system does not have capacity to cope with combined storm and sewage inflows. Data from Wessex Water shows that this overflow discharged sewage into the River Nadder for a period of 29.5 hours during the course of 2022⁶⁴ and feedback to TisPlan's community survey indicates that at least some of these discharges were visible in the River Nadder⁶⁵.



Figure 2 - The Nadder Floodplain from the Stubbles Footpath

This picture shows the area of floodplain between the South Western public house and Church Mews and the River Nadder

74. Given the significance of the River Avon SAC, the existing sewerage infrastructure therefore represents a potential constraint and the following impacts of development will require careful management:
- increased surface water runoff at times of heavy rain;
 - groundwater pollution during construction phases ; and
 - increased discharges from the sewage treatment works that cause phosphate levels in the River Nadder to exceed the government's target levels.

⁶³ Adjacent to the Water Recycling Centre ST9560029800 and by Nadder Close Recreation Field ST9465729299.

⁶⁴ Wessex Water, Storm Overflow Report 2020-2022

⁶⁵ Neighbourhood Plan Renewal, Stage 1 Community Engagement Report, page 15

75. According to Wiltshire Council, targets for phosphate load in the Hampshire Avon Nutrient Management Plan⁶⁶ set in 2015, were unlikely to be delivered by 2021.⁶⁷
76. The current position is that all new development permitted 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 building regulations which are currently (2022) a maximum of 110 litres per person per day (G2 of the Building Regulations 2010, or as amended). Additional mitigation measures may possibly be funded through Community Infrastructure Levy (“CIL”) payments. In exceptional circumstances, it may be necessary for developers to provide for further measures beyond those funded by CIL.

POLICY NE7: MANAGING FLOOD RISK

A) MANAGING DRAINAGE

Fluvial flooding linked to the River Nadder has been identified as a major risk in the Plan area. To help alleviate this risk all new development proposals should:

1. incorporate a sustainable and integrated approach to the management of flood risk, surface water (including run off) and foul drainage;
2. incorporate flood risk proposals that are robust enough to meet the expected impacts of climate change;
3. avoid any additional surface water run off onto neighbouring land;
4. avoid water course pollution;
5. avoid to the maximum extent possible any net loss of permeable surface by incorporating measures to reduce and manage surface run off, for example by incorporating:
 - a) permeable or porous surfacing that allows water to drain through, such as gravel, permeable concrete block paving or porous asphalt, or allows rainwater to drain naturally into a lawn or swale;
 - b) planting, particularly trees;
 - c) rainwater harvesting and storage features (including butts) and reuse of grey water;
 - d) green roofs, attenuation tanks, soakaways, attenuation ponds; and

⁶⁶ [River Avon Nutrient Management Plan 2015](#)

⁶⁷ 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.

- e) Sustainable Urban Drainage Systems (SuDs) for infiltration and storage in retention ponds maximising the use of 'natural' SuDs features including wetlands, swales, streams, storage ponds and reed beds, especially in areas within or in close proximity to a flood risk zone; and
- 6. ensure that SuDS where incorporated are designed to form an integral part of the surrounding green infrastructure and street network.

B) ZONE 3b FUNCTIONAL FLOOD-PLAIN

To ensure that risk to life and property is not increased, development proposals (including minor development) in areas designated by the Wiltshire Strategic Flood Risk Assessment 2019 and the Environment Agency as Zone 3b (Functional Floodplain), and those highlighted in Map 7 of this Plan will be permitted only if they comprise one or both of the following:

- 1. essential Infrastructure and/or Water Compatible Development as set out in Annex 3 of the National Planning Policy Framework; or
- 2. change of use of an existing building (which may include associated development that does not extend that building's external footprint) that will not:
 - a) introduce more vulnerable uses as identified in Annex 3 of the National Planning Policy Framework; or
 - b) introduce a greater quantum of use than associated with that building's existing permitted uses.

C) SITE FLOOD RISK ASSESSMENTS

Development should only be permitted once the following have been demonstrated, as evidenced by a Site Flood Risk Assessment:

- 1. the proposed development will be appropriately flood resilient and resistant and safe over its lifetime (100 years);
- 2. the proposed development will not lead to undue dependence on access routes which will themselves be subject to flooding;
- 3. the proposal will not increase flood risk elsewhere;
- 4. supporting infrastructure will remain operational in times of flood; and
- 5. development will result in no loss of floodplain storage or blocking of water flow routes.

3.8. Energy Conservation and Renewal

77. The UK has one of the least efficient housing stocks in Europe. Tisbury area is heavily dependent upon electricity and oil for heating, as there is no connection to mains gas. Therefore, new buildings (and extensions) designed to exceed current energy standards are encouraged, subject to the other Policies of this Plan. Retrofitting to historic buildings should always seek to safeguard their historic characteristics and wherever possible, development should consider maximizing the integration of energy-related infrastructure, for example by linking on-site renewable energy to existing properties.

POLICY NE8: ENERGY CONSERVATION

New buildings (and extensions) should be designed, wherever possible, to minimise energy consumption, subject to the other Policies of this Plan.

Any retrofitting to historic buildings should always seek to safeguard their historic characteristics.

To reduce carbon emissions, demolition and replacement of existing buildings should only be permitted where it can be demonstrated:

1. that conversion of the existing building cannot be delivered safely and viably; or
2. that demolition and replacement would offer significant public benefit that would outweigh its environmental impacts.

78. There is potential for small hydroelectric schemes, given that the local area is crossed by the River Nadder and its tributaries and a small hydroelectric scheme is already in



Figure 3 - Hydropower Scheme at Fonthill Lake

place at Fonthill Lake, powering the adjacent holiday cottages. In addition, several community solar–energy schemes have been integrated into commercial properties in the Plan area, providing an estimated 383kw hours of solar power (2018 data).

79. TisPlan supports renewable energy schemes that are consistent with the other Policies of this Plan and in particular do not adversely affect the character of the local area and the NL.

POLICY NE9: RENEWABLE ENERGY

Proposals for individual and community scale energy, e.g. hydroelectricity or solar photovoltaic panels, will be supported subject to the other Policies of this Plan and the following criteria:

1. the siting and scale of the proposed development is appropriate to its setting and position, and conserves and enhances the human and natural landscape character of the NL;
2. the proposed development does not create an unacceptable impact on the amenities of local residents;
3. the proposed development must not have an unacceptable impact on any feature of natural or biodiversity importance;
4. the proposed development does not have an unacceptable impact on the flood plain and
5. any development will not adversely affect the character of the local area, as outlined in the Character Area Statement and Tisbury Conservation Area Appraisal.



Section 4

Design, Heritage & the Built Environment



4. DESIGN, HERITAGE & THE BUILT ENVIRONMENT

4.1. *Vision*

New development will deliver sustainable, high-quality design and landscaping. Layouts will be sympathetically designed so that they blend with the character of the existing settlements and contribute to the character of the NL. Buildings will be constructed to high energy efficiency standards.

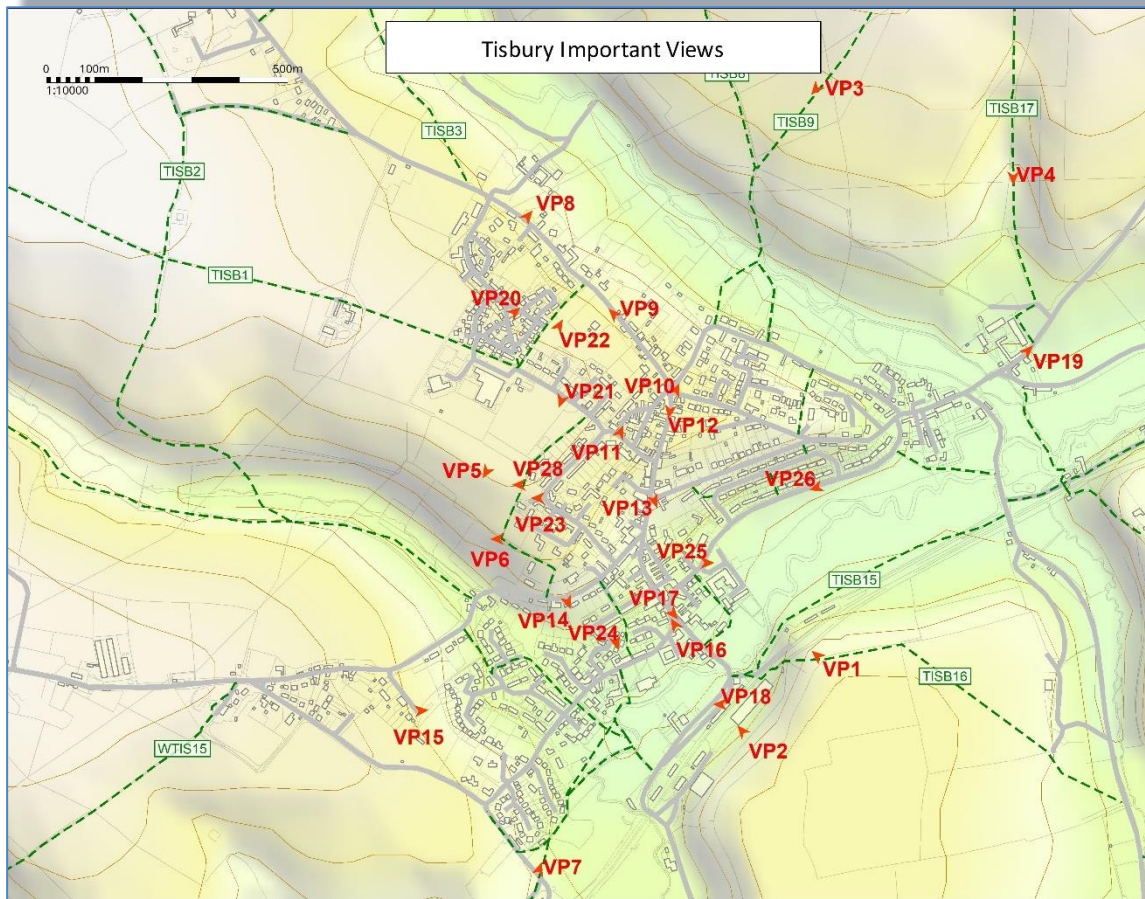
Development will be sympathetic to the Conservation Area and respond to Tisbury's distinctive local character, as set out in the Character Area Statement, contributing to its sense of place.

TisPlan recognises the role that enabling infrastructure plays in unlocking under-utilised sites and seeks to identify and overcome any infrastructure deficiencies that could hinder the most effective use of brownfield land.

4.2. *High Quality Design and Landscaping*

80. The NL is a sensitive, living landscape whose beauty is derived from both its landscape features and its historic and cultural heritage. The setting of Tisbury, its buildings and those of the Plan area have a high cultural and historic value that requires careful management.
81. TisPlan seeks to enhance Tisbury's character through high quality design that is sensitive to the local vernacular, promotes a sense of place and enhances the landscapes of the NL. The following core documents will underpin decision-making on the design of new developments:
 - the Cranborne Chase NL Partnership Plan 2019-2024;
 - the Cranborne Chase Integrated Landscape Character Assessment;
 - the Salisbury District Landscape Character Assessment;
 - the Tisbury Conservation Area Appraisal and Management Plan 2009;
 - the Tisbury Character Area Assessment 2024;
 - the List of Important Local Views (Tisbury Village) shown at Appendix 1 to this Plan;
 - the lists of Grade I and II buildings in the Plan area;
 - the list of non-designated heritage assets shown at Appendix 2 to this Plan; and
 - the list of Local Green Spaces included in this Plan.
82. The Salisbury District Landscape Character Assessment⁶⁸ highlighted the importance of specific rural vistas within the Plan area and the Tisbury Character Statement and List of Important Local Views (Tisbury Village) identify important buildings and longer-distance views in Tisbury village, which should be conserved and enhanced.

⁶⁸ Salisbury District Landscape Character Assessment, Chris Blandford Associates, February 2008



Map 8 Tisbury Important Local Views

Arrow shows location and direction of view. . © Ordnance Survey, 100049050

83. Map 8 shows important local views identified in Tisbury village, a more detailed list of which, along with a larger map, is shown at Appendix 1 to this Plan.

POLICY DB1: HIGH QUALITY DESIGN AND LANDSCAPING

New development should deliver sustainable high-quality design and landscaping. Subject to the other Policies of this Plan, proposals will be supported provided that they meet the following criteria:

1. respond positively to Tisbury's character, scale and identity, creating or reinforcing local distinctiveness, particularly through the use of stone building materials, to raise the standard of architecture, landscape and design within the Plan area;
2. conserve or enhance the Plan area's important built and archaeological heritage assets and their settings;
3. respond to the key existing design elements of the Plan area's layout, landscape, density, mix, height, massing, details and materials, using local and traditional materials wherever possible;
4. promote accessibility and permeability by creating places that connect with each other and are easy to move through;
5. promote a sense of place through the provision of recognisable and understandable spaces, routes, intersections, points of reference, landmark features and opportunities for public art;
6. deliver a coherently structured, integrated and efficient built form that clearly defines public and private spaces;
7. conserve and enhance the Important Local Views shown on Map 8 and listed in Appendix 1 to this Plan;
8. create a multi-functional and attractive public realm that supports the needs of residents, users and service vehicles;
9. safeguard the amenity and context of existing development;
10. create a high-quality environment for future occupiers;
11. create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions; and
12. incorporate "safety by design" features that deter crime or disorder and the fear of crime.

4.3. *Protecting the International Dark Skies Reserve*

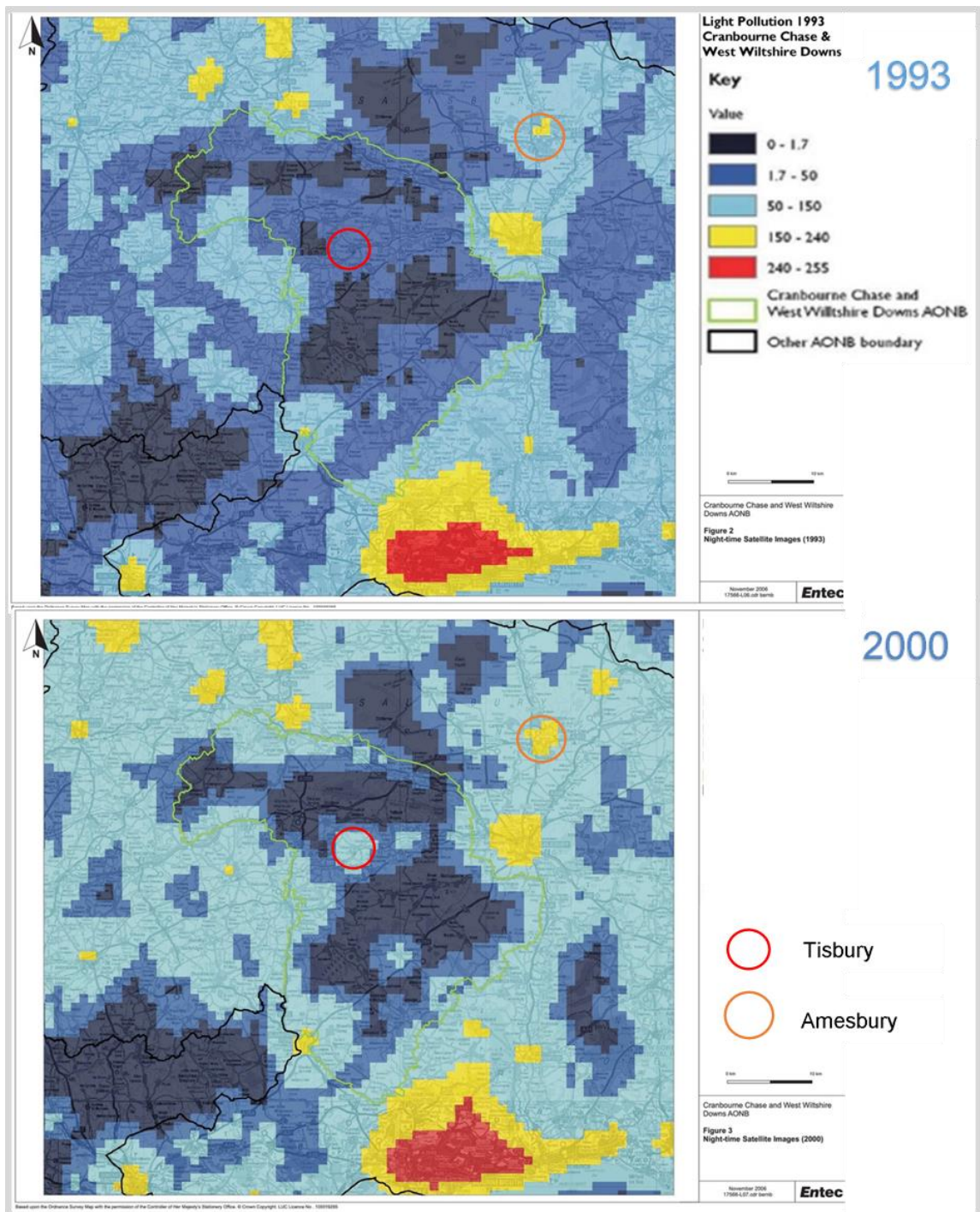
84. In October 2019, Cranborne Chase NL was designated the world's 14th International DarkSky Reserve ("ISDR")⁶⁹ – the only NL in the UK to have this designation across its whole area, and one of only 16 Dark Sky Reserves in the world. The entire Plan area lies within this designation and has some of the darkest night skies in Southern England – an oasis of dark.
85. Dark skies bring a number of benefits, including:

⁶⁹ <https://www.darksky.org/our-work/conservation/idsp/reserve>

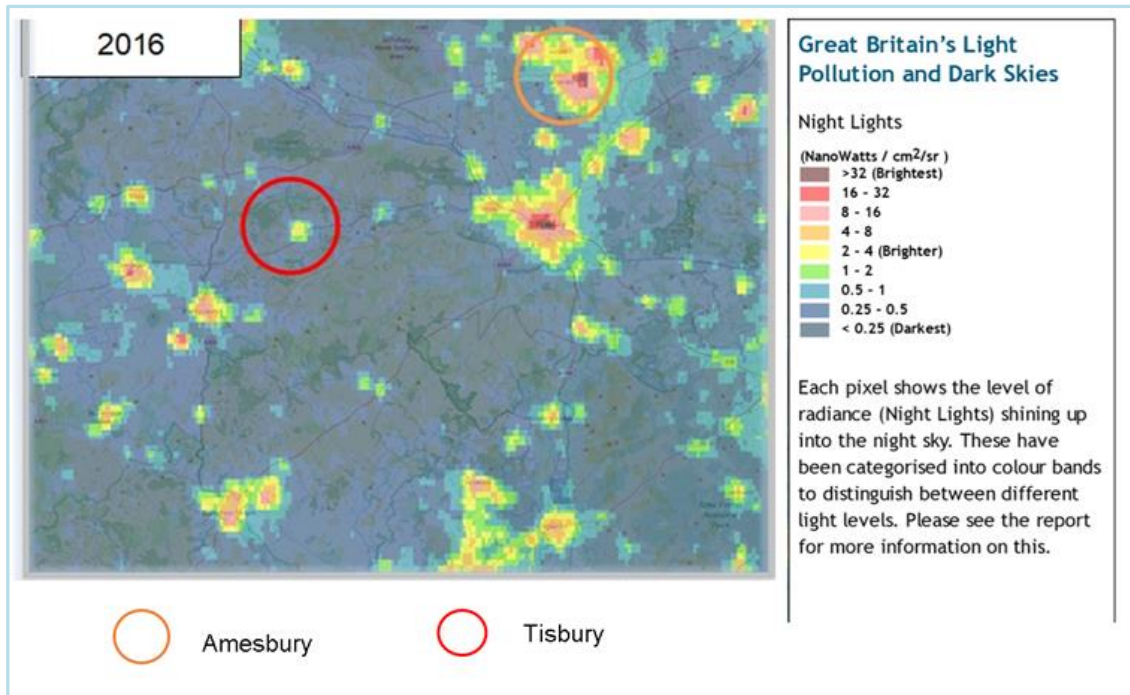
- an improvement in the overall quality of the area's environment, biodiversity and sense of tranquillity – a key feature in the NL;
 - less harmful impacts on the area's nocturnal wildlife arising from a reduction of stray artificial light; and
 - economic potential from tourism, with many businesses promoting themselves as darksky-friendly.
86. The IDSR designation requires at least 67% of all outside lighting to meet DarkSky criteria. Current levels are below 67%. TisPlan aims to improve compliance so that IDSR status can be retained. The NL Partnership Board has produced some excellent practical guidance⁷⁰ for developers and residents.
87. Maps 9 and 10 below show the extent to which light pollution in SW Wiltshire grew between 1993 and 2000 as a result of development,⁷¹ contrasting the impact on Tisbury and Amesbury during this period.
88. Map 11, using data published by the Council for the Protection of Rural England shows that by 2016 a further substantial increase in light pollution had taken place.

⁷⁰ https://cranbornechase.org.uk/wp-content/uploads/2020/01/NL_lights_fittings_BMizon1-1.pdf

⁷¹ Ref: <https://cranbornechase.org.uk/publications/landscapes-and-planning-publications/>. (Source: Cranborne Chase and West Wiltshire Downs NL).



Maps 9 and 10 Dark Skies 1993 and 2000
(Maps courtesy Cranborne Chase NL)



Map 11 Dark Skies 2016

Map courtesy [Council for the Protection of Rural England](#) developed by LUC

POLICY DB2: PROTECTING THE INTERNATIONAL DARK SKIES RESERVE

To conserve the status of the Cranborne Chase NL as an International DarkSky Reserve, development proposals must demonstrate how they support the Position Statement on Light Pollution issued by Cranborne Chase NL Partnership and comply with their current published guidance on external lighting, including Good Practice Note 7 (or as amended).

Developments involving five or more dwellings, or more than 300 square metres gross internal area of commercial space will be expected to demonstrate conformity with the above criteria through the submission of a Light Pollution Assessment.

4.4. *Prioritising Brownfield Sites*

89. Development on brownfield (previously developed) land is encouraged in the National Planning Policy Framework (NPPF) as well as the Wiltshire Council Core Strategy.⁷² The local community overwhelmingly support prioritisation of brownfield sites.^{73 74}
90. Brownfield land is identified in the TisPlan Site Assessment Report⁷⁵ and the Character Area Statement indicates continued potential for brownfield development and gentle densification within Tisbury village over the lifespan of the Plan.
91. Prioritisation of brownfield development has a number of benefits that are particularly important to Tisbury:
 - it promotes regeneration through mixed developments that are more sustainable by combining both local employment and housing;
 - it makes the most efficient use of land;
 - brownfield sites are generally closer to the village centre and are better able to support active modes of travel that reduce reliance on the motor car, whilst delivering homes appropriate for Tisbury's increasingly older demographic profile; and
 - it conserves the natural environment, avoiding greenfield development that would disrupt the NL.
92. AECOM's Site Assessment Report identified four brownfield sites, of which two (Station Works and the Old Sports Centre) have been allocated by TisPlan. A further two (Trellis House and the former Magistrates Court/Police Station) are considered appropriate for future assessment during the Plan's lifespan.
93. Redevelopment of the former Magistrates' Court⁷⁶ and Police Station could support homes with convenient and level access to Tisbury High Street; of particular value for older people. Future assessment should explore the potential for a comprehensive and strategic approach to these sites and their surroundings, whilst allowing for the future requirements of the fire service, which uses part of the existing area.
94. There is potential for traditional agricultural buildings that struggle to be used economically for commercial farming to be redeveloped for alternative employment uses. There are numerous examples of the conversion of farm buildings within the Tisbury area and surrounding parishes.

⁷² Wiltshire Core Strategy, adopted January 2015, Policy 36 and as amended

⁷³ TisPlan Questionnaire results, Question 5 "Where should new homes be built?"

⁷⁴ Report on Community Representations, Planning Application PL/2021-09778, Tisbury Parish Council, 15th December, 2022. Only three of 260 public representations received by Wiltshire Council on a recent development proposal were opposed to brownfield development in principle.

⁷⁵ Tisbury and West Tisbury Site Assessment, AECOM, June 2017

⁷⁶ Tisbury and West Tisbury Site Assessment, AECOM, June 2017

POLICY DB3: BROWNFIELD SITES

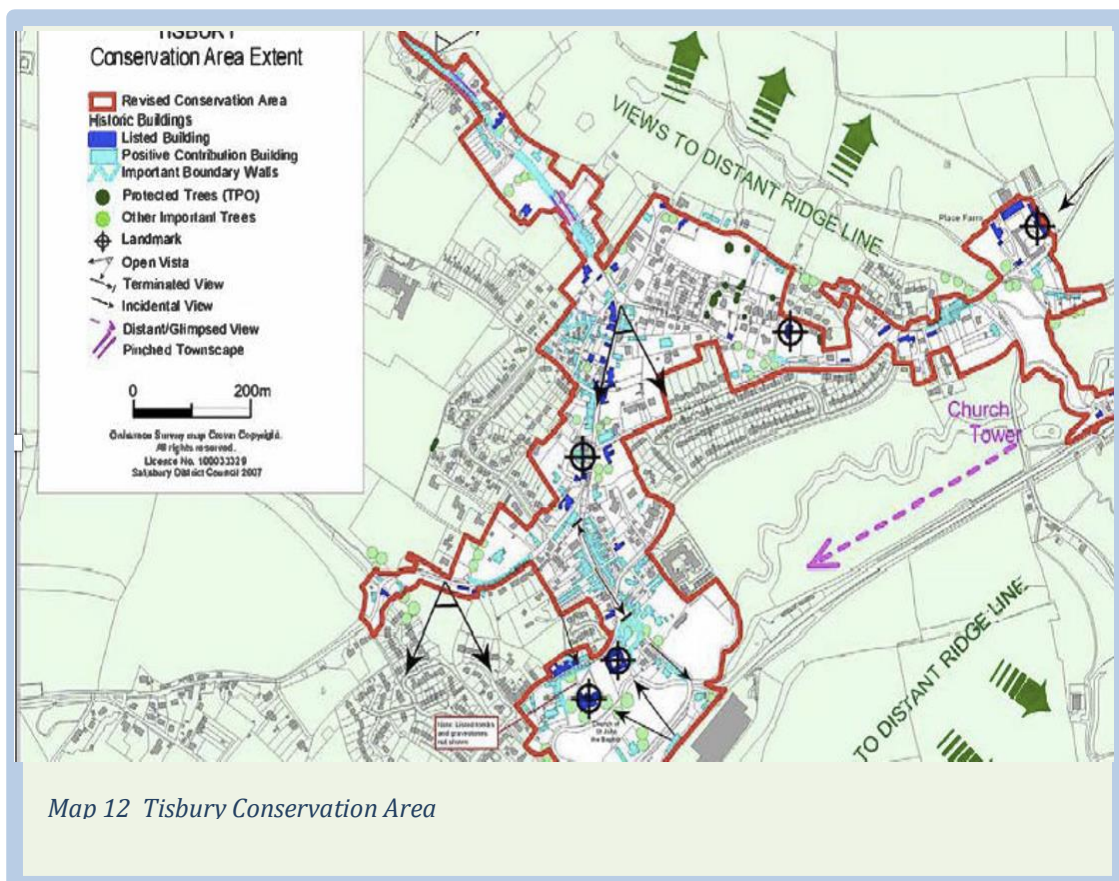
Proposals for the redevelopment of deliverable brownfield sites, which meet the policy requirements set out in this Plan and can demonstrate community support are strongly supported, particularly those that have the potential to increase local employment or bring redundant historic buildings back into beneficial use. Proposals must demonstrate that:

1. there will be no adverse effect on the character of the Cranborne Chase NL;
2. Policy EB1 will not be compromised;
3. they will not have an undue impact on the local road network; and
4. the amenity and living conditions of nearby residents will not be harmed.

4.5. Character, Heritage and a Sense of Place

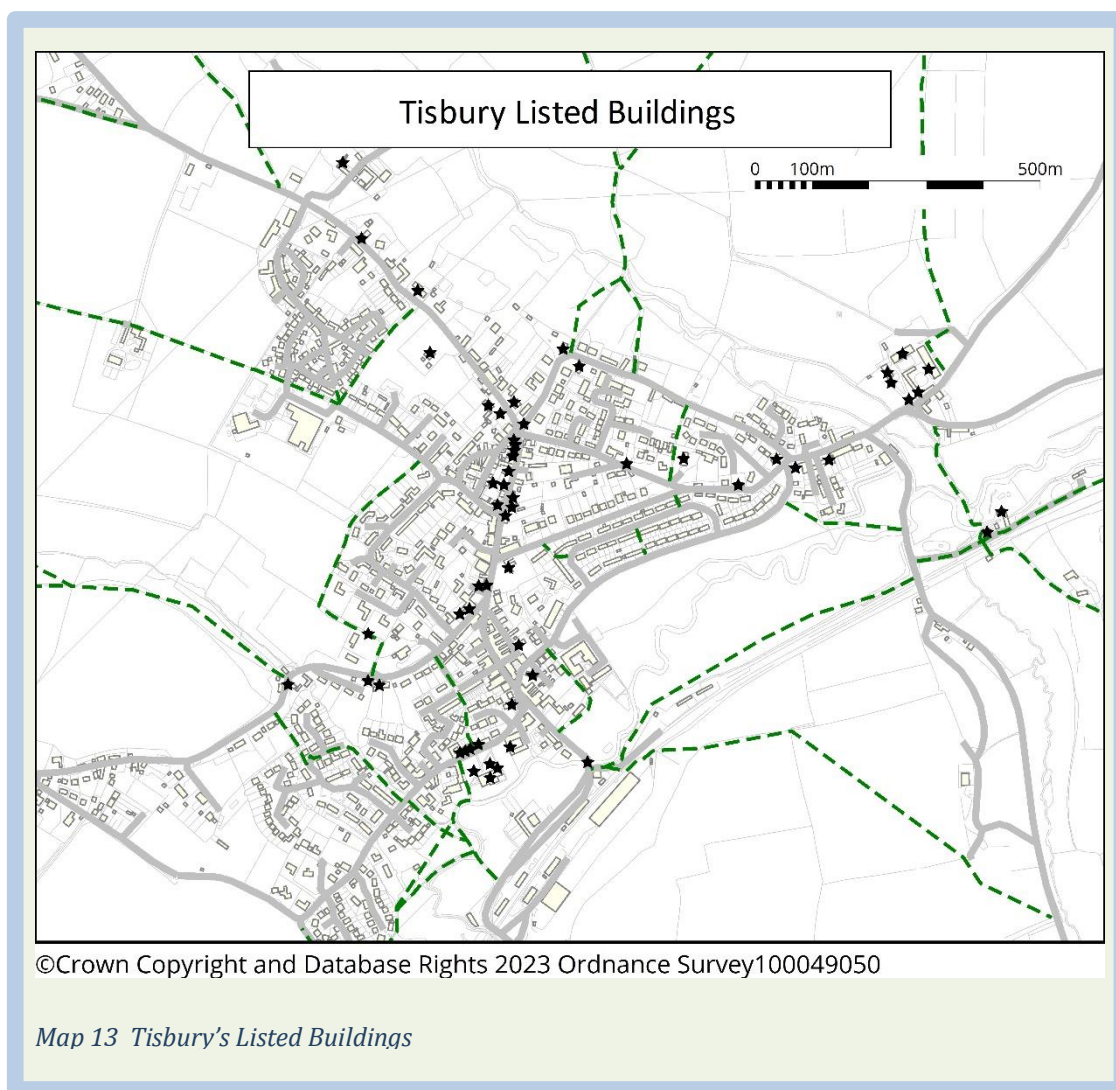
The Setting of the Tisbury Conservation Area

95. The Tisbury Conservation Area⁷⁷ was designated on 8th November 1974 and is shown in Map 12. It occupies an area of 34 hectares, covering a significant part of the village and extending along the valley north-east to Place Farm, the grange of the nunnery of Shaftesbury, with its farmhouse, gatehouses and nationally significant tithe barn.
96. The Conservation Area Appraisal defines the key characteristics of the Conservation Area, which include:
- eleven areas with distinct and unique characters;
 - a vibrant and dynamic commercial core that retains important elements of historic fabric such as historic shopfronts;
 - a hillside setting, which affords wide open views of the surrounding valley landscape;
 - some nationally important buildings and groups of unlisted buildings that make positive contributions towards the character and appearance of the conservation area; and
 - 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 inappropriately clad.



⁷⁷ Tisbury Conservation Area Appraisal and Management Plan, 2009, Executive Summary

97. The Conservation Area is highly significant to Tisbury. It includes a number of important non-designated heritage assets, such as the railway station as well as five Grade 1 listed buildings and fifty-three Grade II and II* listed buildings, distributed across the village. Of these particularly fine examples are the Grade 1 Church of St. John the Baptist and the monastic survivals at Place Farm; its farmhouse, gatehouses and tithe barn, which form a cohesive group of national importance.⁷⁸
98. Map 13 shows the location of Grade I or Grade II listed buildings in Tisbury village.



⁷⁸ Tisbury Conservation Area Appraisal and Management Plan, page 14

99. The Conservation Area Appraisal identifies eleven areas “*of strong character*”, indicating considerable depth for a village of Tisbury’s size, noting that the transition between areas is also important and there is a cohesion to the whole conservation area.⁷⁹
100. It makes the following recommendations about ways in which development should make a positive contribution to the Conservation Area:⁸⁰
- “Tisbury’s complex and atypical urban form requires sensitive management on a character sub-area basis. The character sub-areas have individual and groups of buildings of very high quality as well as survivals of early historic houses.”
 - “Tisbury is under considerable pressure as a village with only local amenities, and future expansion of the village will lead to an increasing emphasis on trying to retain its intimate and relatively modest village character. Modesty and intimacy are considered to be key characteristics and form a positive part of the village in the context of its conservation area status.”
101. It is important that development conserves and enhances the setting of the Conservation Area, by providing surroundings that enhance it visually and contribute to an appreciation of its significance and the historic relationship between places.^{81 82}

Tisbury’s Character Areas

102. In 2023 the Steering Group undertook an exercise to identify and analyse further character areas within Tisbury’s settlement boundary to guide future development proposals. In addition to the eleven character areas listed in the Conservation Area Appraisal, a further nine distinct areas of character were identified outside the Conservation Area, but within the Settlement Boundary, which have been assessed in accordance with Wiltshire Council’s guidance for neighbourhood plans.⁸³
103. The resulting Character Area Statement 2024 describes the character of each area, its connectivity, contribution to Tisbury and the potential for future development, highlighting examples of past development that has made a positive contribution and development that has been less sympathetic. Unsympathetic intrusions include rendering of some Victorian buildings in the High Street, whilst an example of high quality design is the building occupied by Beatons Tea Rooms, whose elegant stone façade has made a positive contribution, creating a sense of place and cohesion among the buildings of the Square and providing a focal point for the lower part of the High Street.

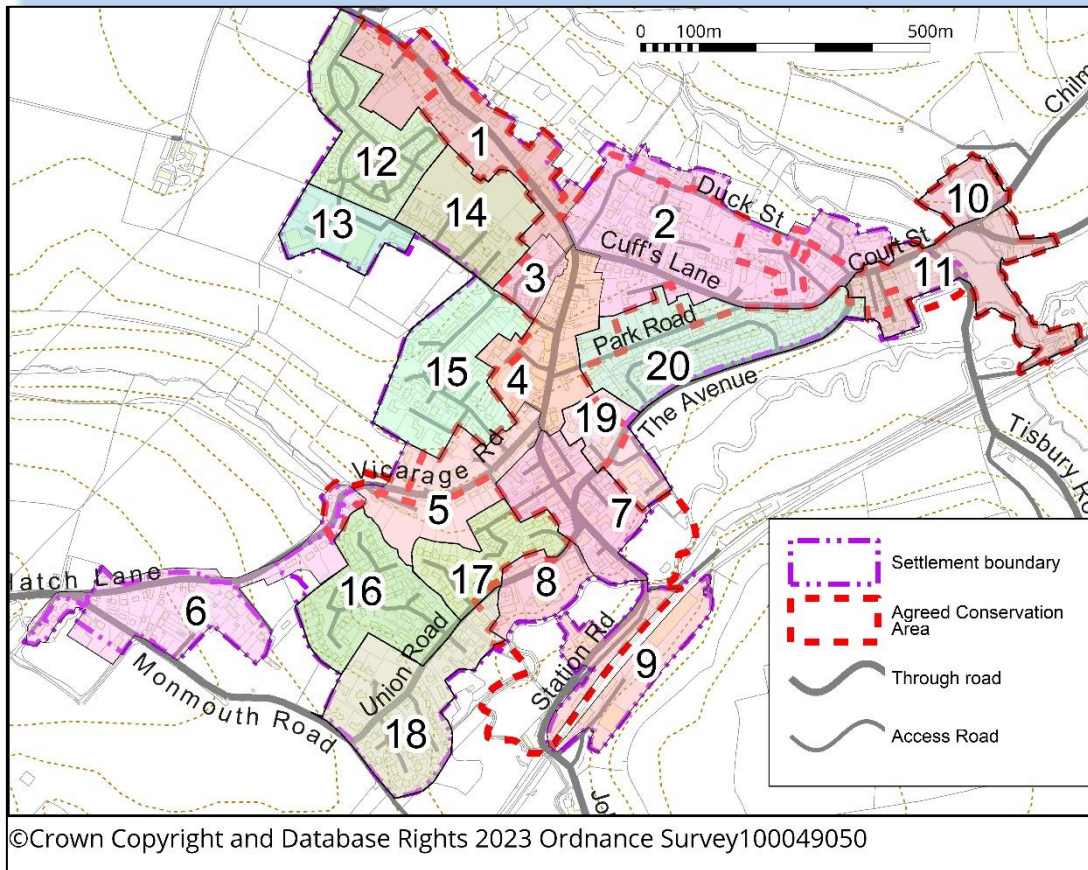
⁷⁹ Tisbury Conservation Area Appraisal and Management Plan, pages 5 and 6

⁸⁰ Tisbury Conservation Area Appraisal and Management Plan, page 20

⁸¹ Planning Practice Guidance – “The Historic Environment”, paragraph 013 Reference ID: 18a-013-20190723

⁸² Appeal Ref: APP/D3125/W/22/3293656, Land east of Barns Lane, Burford

⁸³ [Guidance for Neighbourhood Planning within Wiltshire](#), Integrating High Quality Design, Wiltshire Council, 2023, Appendix 2



Map 14 Tisbury Character Areas

104. For ease of reference, the Character Area Statement incorporates assessments of the original, eleven character areas taken from the Conservation Area Appraisal. The resulting Character Areas are listed in Tables 2 and 3 below. Map 14 above, which is repeated at Appendix 4, shows the areas.

No	Character Area
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, 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 the Floodplain
10	Place Farm and the Tithe Barn
11	Eastern Approach – Court Street

Table 2 – Character Areas Whose Land Forms the Tisbury Conservation Area

No	Character Area
12	Wyndham
13	The School and Nadder Centre
14	Weaveland
15	Churchill
16	Oddford
17	Paradise Meadow
18	Union
19	Nadder Close and Fire Station
20	The Avenue and Park Road

Table 3 – Character Areas Forming the Remainder of Tisbury Settlement

105. The Conservation Area Appraisal 2009 and Character Area Statement 2024 together should form the starting point for the design of any new development in or close to Tisbury village.

The Rural Areas

106. The scattered hamlets and farms of the surrounding countryside, with prominent limestone and greensand buildings represent a local style that is reflected across the Tisbury Community Area.⁸⁴

107. The rural area includes further nationally designated monuments – the Old Wardour Castle, Castle Ditches and the medieval village of Wyck, together with three registered parks and gardens (Wardour, Hatch and Pythouse).⁸⁵ As a whole the Plan area has 143 listed buildings, along with large numbers of historic, but unlisted, buildings that make an important positive contribution to the character of the local area.

⁸⁴ Historic Landscape Characterisation (NL) Planning Fact Sheet 4 [tps://www.NL.org.uk](https://www.NL.org.uk)

⁸⁵ Historic Environment Action Plan – Area 9 – Vale of Wardour NL <https://www.historiclandscape.co.uk>

Non-designated Heritage Assets

108. The Conservation Area Appraisal listed a number of buildings considered to have special architectural or historic significance, but which are not currently shown on the statutory list of buildings of special architectural and historic interest.⁸⁶ The Appraisal report recommended that these buildings were given additional protection and suggested a number of specific Article 4 directions.
109. Some of these buildings form groups whose significance is greater than that of any individual member. One such group noted comprises Tisbury's Station, with its Station Master's house and canopy, largely unaltered since 1853, and two nearby buildings shown in Figure 4, the South Western public house and the former Arundell Hotel (now Bridge House). Together these buildings comprise the southern gateway to Tisbury village, created by the arrival of the railway and the period of Victorian prosperity that followed, whose style is reflected in the rebuilding of the Square and former brewery in the centre of the village.^{87 88}



Figure 4 – Bridge House (former Arundell Hotel), Railway Station & South Western PH.

110. Appendix 2 to this Plan sets out the List of Non-Heritage Assets that have been identified.

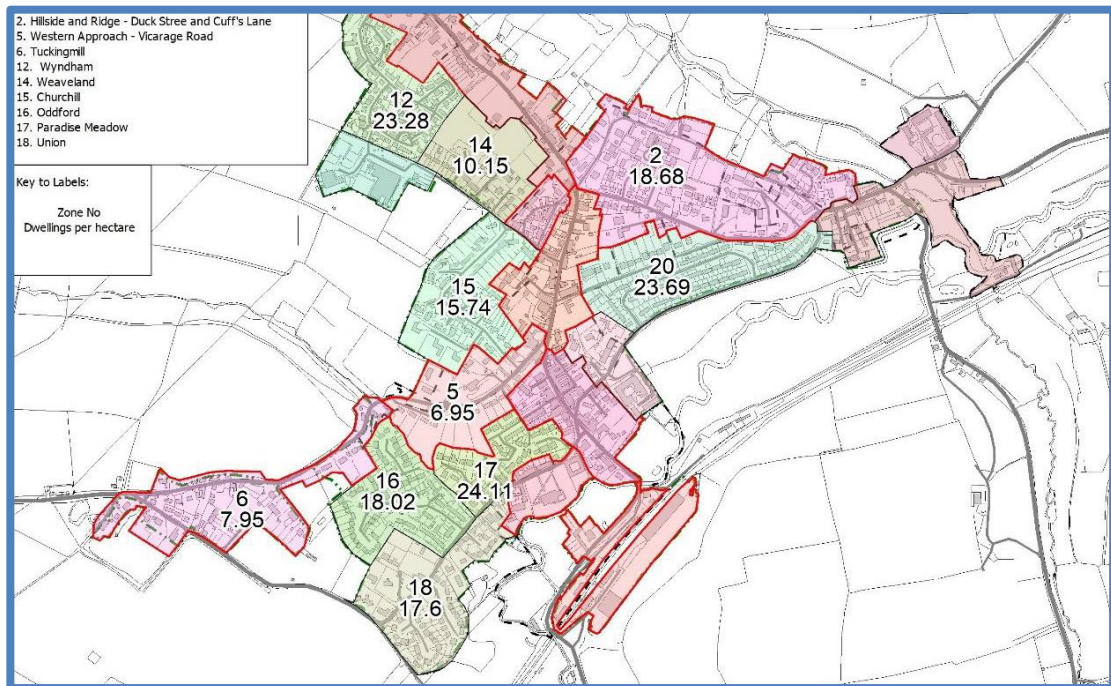
⁸⁶ Tisbury Conservation Area Appraisal and Management Plan 2009, Appendix 3 and Appendix 4

⁸⁷ Tisbury Conservation Area Appraisal and Management Plan 2009, pages 11, 13, 14 and 17

⁸⁸ Heritage Statement, by Forum Heritage Services, Planning Application PL/2021/09778 Paragraphs 5.9 and 6.17

Residential Density

111. Map 15, taken from the Character Area Statement⁸⁹ shows net residential densities for Character Areas lying in the outer fringe of Tisbury village, calculated using the methodology established by the former Homes and Communities Agency⁹⁰ and used widely, including by St. Albans City Council.⁹¹
112. Using the same basis of calculation the current net residential density inside Tisbury's settlement boundary is 18.3 dwellings per hectare and the highest density on the village fringe is in the residential zone of the Wyndham Estate, developed by C. G Fry between 2011-2016, and part of Character Area 12, which has a net density of 27 dwellings per hectare.
113. Homes on the Wyndham Estate are perceived locally as having small gardens and the estate has a sense of enclosure with narrow roads and frontages. It provides low levels of public recreation space, but this is mitigated by its proximity to King George's Field and recreation land on Weaveland Road. Its density is therefore considered to be sustainable.
114. The National Model Design Code encourages neighbourhood design codes to set ranges of density, particularly for large sites and the National Planning Policy Framework requires plans to take into account a number of factors affecting density, including the desirability of maintaining an area's prevailing character and setting (including



Map 15 Prevailing Densities in Tisbury Village

⁸⁹ Character Area Statement 2024, Appendix 4

⁹⁰ Delivering Quality Places, Urban Design Compendium 2, Second Edition, Homes and Communities Agency. Section 2.4.3 ("Measuring Density")

⁹¹ St. Albans City and District Council, Strategic Local Plan Background Note, Residential Density, October 2014. The methodology excludes commercial areas, surrounding countryside and recreation areas, but includes private gardens, open spaces and retail premises with accommodation above.

residential gardens) and the importance of securing well-designed, attractive and healthy places.^{92 93}

115. The National Design Guide indicates that abrupt changes in density can be supported where a new identity is created,⁹⁴ avoiding the need to respond to the character of an existing place. However that is not considered applicable in Tisbury's case. Wiltshire Council's strategic policies prescribe modest growth for Tisbury that blends in with the village⁹⁵ and local surveys indicate a strong desire among Tisbury's community to ensure that development takes its identity from Tisbury's existing character, integrating with and responding positively to its prevailing densities, materials and built forms.⁹⁶
116. It is therefore important that development does not disrupt or confuse the historic pattern of development of the village, or diminish its significance, as perceived by views within and across the conservation area and the wider NL.
117. Exceptional design could overcome these challenges and generate community support for higher levels of density. Therefore, instead of setting an absolute limit on density TisPlan has established a benchmark of 25 dwellings per hectare, approximating to the upper limit of the prevailing density range and within the range established by the National Model Design Code.⁹⁷ Densities above this level will be supported through specific site allocations or individual proposals that demonstrate how they have overcome the constraints that higher densities create in a way that accords with the other Policies of this Plan.
118. In establishing this benchmark, TisPlan has also taken into account the following evidence:
 - the National Model Design Code, which indicates that densities of 20-40 dwellings per hectare typify outer suburban locations with rural villages having lower densities;⁹⁸
 - aggregated data for completions in South Wiltshire between 2009/10 and 2014/15 (covering all types of development in both rural and urban settings);⁹⁹
 - National Planning Policy Framework guidance on achieving appropriate density;¹⁰⁰
 - Wiltshire Core Strategy policies;¹⁰¹
 - the need to offer sufficient on-site open space, noting responses to the recent survey of 238 residents by the Nadder Community Land Trust, in which 79% of those responding indicated that adequate provision of private open space was important to them.¹⁰²

⁹² National Planning Policy Framework, September 2023, paragraphs 124 and 125

⁹³ National Model Design Code, June 2021, Part II, paragraph 94

⁹⁴ National Design Guide, 2021, paragraph 59

⁹⁵ Wiltshire Core Strategy, Core Policy 1 and Core Policy 27, including paragraph 5.146

⁹⁶ Report on Stage 1 Engagement – Community Vision and Design Charter – Nadder Community Land Trust.

⁹⁷ National Model Design Code, 2021, Part 1, Page 14

⁹⁸ National Model Design Code, Part 1, 2021 Edition, Figure 10, page 14

⁹⁹ Strategic Housing and Economic Land Availability Assessment, Methodology, August 2017, Appendix [3]. Calculation assumed that a developable area of 2.95 hectares would support 89 homes.

¹⁰⁰ National Planning Policy Framework, September 2023, paragraphs 124 and 125

¹⁰¹ Wiltshire Core Strategy, Core Policy 1 and Core Policy 27, including paragraph 5.146

¹⁰² Nadder Community Land Trust, Community Vision for the former Sports Centre site, October 2021, paragraph 4.2

Important Local Views

119. In 2023 the Steering Group reviewed the list of Tisbury's important local views. Appendix 1 to this Plan lists each view and provides a description of its significance.
120. In many instances, the significance of a view derives from the way it connects Tisbury with the surrounding countryside and landforms of the NL, emphasising the village's rural heritage and physical location nestling on the slopes of the Nadder valley.



Figure 5 - Important Local View 12

View down the High Street (with the Boot Inn on the left) with long-distance views of the NL and the wooded escarpment to the south.

POLICY DB4: CONSERVATION AND CHARACTER

A) TISBURY'S CHARACTER AREAS

Development within or affecting a Character Area defined in Tables 2 and 3 to this Plan should respond positively and sympathetically to that area's character, as set out in the Character Area Statement 2024, demonstrating how it:

1. conserves and enhances those aspects of the Character Area that contribute to Tisbury's character;
2. responds sympathetically to existing building forms, materials and layouts;
3. integrates with the surrounding Character Area contributing to a single sense of place; and
4. where possible, addresses areas identified for improvement.

B) TISBURY CONSERVATION AREA

Development within or affecting the setting of the Tisbury Conservation Area should in addition conserve and enhance the setting of the Conservation Area as set out in the Tisbury Conservation Area Appraisal and Management Plan 2009, with particular reference to:

1. its historic fabric;
2. its character and visual appeal;
3. its layout and existing street patterns;
4. an appreciation of its significance and the historic relationship between places; and
5. the use of locally sourced building materials and vernacular architectural styles.

C) HERITAGE ASSETS

1. When considering the impact of a proposed development on the significance or setting of a non-designated heritage asset listed in Appendix 2 to this Plan, the scale of any loss or harm should be taken into account based on the asset's significance.
2. Assessment of an asset's significance should refer explicitly to any assessment made by the Tisbury Conservation Area Appraisal and Management Plan 2009 and take account of that asset's role in an identified group of assets, whose significance as a group may be greater than that of any individual member.

D) IMPORTANT LOCAL VIEWS

Development should not infringe upon, and should conserve (and where possible enhance) the significance of the important local views set out in Appendix 1 of this Plan.

E) RESIDENTIAL DENSITY

A development proposal involving 10 dwellings or more within Tisbury's settlement boundary that would result in a net residential density above 25 dwellings per hectare will be supported only where it is consistent with a site allocation made by TisPlan or meets all the criteria below:

1. it accords with the other Policies of this Plan;
2. it involves a high quality of design that ensures the resulting development will be seen to take its identity from and integrate with Tisbury village and will not disrupt or confuse an understanding of Tisbury's character, historic pattern of development or its significance to the wider NL; and
3. it will offer a high quality of life for its occupiers, including convenient access to public open spaces, which will not be compromised by its higher density.

4.6. *Enabling Infrastructure*

Future Infrastructure Needs

121. The National Planning Policy Framework emphasises the role of planning in co-ordinating provision of physical and service infrastructure, stating that plans should respond to long-term opportunities that arise from major infrastructure investments and should seek to address potential barriers to development caused by inadequate infrastructure.¹⁰³
122. Tisbury's growth over the period 2000-2020 has resulted in much of its infrastructure reaching or exceeding its design capacity. Re-use of some redundant sites may also involve new uses that their surrounding infrastructure will not currently support. Additional capacity will be required at Tisbury sewage works, provision of new river and railway crossings will be required to regenerate the Station Works site, new capacity will be needed at Tisbury GP Surgery and availability of parking to support Tisbury High Street will need to be considered.
123. TisPlan provides policies to guide the achievement of these objectives and recognises that this will often require multi-agency partnerships between relevant public bodies, parish councils and landowners.
124. Significant benefits can almost always be gained by involving the local community actively and at the earliest possible stage in the design of infrastructure, public realm and highway works.
125. It is also essential that infrastructure works make a positive contribution to the NL.

Role of the Community Infrastructure Levy

126. For each new market home built in Tisbury, Wiltshire Council normally levy¹⁰⁴ a Community Infrastructure Charge ("CIL") of £55 per square metre to fund infrastructure.¹⁰⁵ For a typical 2-bedroom new home in Tisbury the charge is £3,850 per home.¹⁰⁶
127. Wiltshire Council collaborates with Tisbury's community and developers to ensure that the CIL charges do not make development unviable or prevent homes from being built,¹⁰⁷ taking account of the higher infrastructure costs associated with sites in areas earmarked for regeneration.¹⁰⁸
128. Wiltshire Council is empowered to charge lower rates of CIL, or no CIL at all in respect of these sites, either on an area-wide or site-by-site basis.^{109 110}

¹⁰³ National Planning Policy Framework, September 2023, paragraphs 8a, 11, 20 22, 28, 73, 82, 104

¹⁰⁴ Under the Community Infrastructure Levy Regulations 2010, as amended.

¹⁰⁵ Wiltshire Community Infrastructure Charging Schedule, May 2015, table 2-1.

¹⁰⁶ Based on an average gross internal area of 70 metres²

¹⁰⁷ Department for Levelling Up, Housing & Communities, guidance, "Community Infrastructure Levy", paragraph ID: 25-015-20190901

¹⁰⁸ Ibid, Paragraph: ID: 25-021-20190901 Paragraph:

¹⁰⁹ Ibid, Paragraph IDs: 25-022-20230104 and 25-026-20190901

¹¹⁰ Ibid, Paragraph ID 25-076-20230104

129. The Qualifying Body notes that new development within Character Area 9 (Station Gateway and Floodplain) would be restricted to brownfield sites that are in need of regeneration. Therefore, relief from CIL is encouraged for developments in this Character Area that would otherwise be liable to CIL charges, where this would deliver additional Affordable Homes or promote regeneration.
130. Developers are encouraged to engage in effective pre-application discussion¹¹¹ with Wiltshire Council and the Parish Councils to ensure that infrastructure and other site-specific requirements are identified at the earliest possible stage, and that the CIL process is used to support site regeneration to the maximum degree possible, supported by an open-book viability assessment.

POLICY DB5: INFRASTRUCTURE PROVISION

A) TELECOMMUNICATIONS AND UTILITY INFRASTRUCTURE

1. The siting of telecommunications and utility infrastructure should avoid any adverse impact on local character and the NL
2. All cabling, pipes and conduits and transformers should be located underground, other than in exceptional circumstances where it can be demonstrated that:
 - a) no such option is viable; and
 - b) development involves exceptional public benefit that significantly outweighs the negative impacts on the setting of the surrounding area and the NL.

B) ENABLING INFRASTRUCTURE

1. In circumstances where enabling infrastructure is identified as necessary to make a proposed development sustainable, either that infrastructure (or alternative provision that fully mitigates that infrastructure's absence) should be in place before the development is occupied for its intended use.
2. Any provision of future infrastructure referred to in paragraph B)1 above should be secured through planning condition or obligation.
3. Proposals for brownfield development in Character Area 9 should demonstrate early and effective pre-application engagement with Wiltshire Council and the Parish Councils to ensure that infrastructure and other site-specific requirements are identified at the earliest possible stage, and that opportunities for public support, including relief from CIL charges, have been used to their maximum extent to promote the economic regeneration of the area. Where the proposal involves delivery of homes, this should include maximising the proportion of those homes that affordable.

¹¹¹ National Planning Policy Framework, September 2023, paragraph 43.

4.7. Place-shaping

131. As well as describing the significance of each of Tisbury's character areas, the Character Area Statement also considers how each area can best support different forms of use, along with the forms and quantum of development in that area that would contribute most positively to Tisbury's sustainability.
132. The Statement takes into account a number of factors including:
- Tisbury's setting within the NL, its village character and the need for sensitive management on a Character Area basis, as set out in the Conservation Area Assessment;
 - Wiltshire Council's spatial policies set out in its Core Strategy;
 - connectivity between character areas, given the need to encourage active modes of travel and the limited parking capacity in the village centre;
 - the vitality of Tisbury High Street; and
 - accessibility for older people, taking account the village's steep hills and the absence of footways in many areas.
133. The forecast growth of Tisbury's older population makes its steep hills an important consideration. A key measure is the average walking time from the village centre (low level) to other parts of the village (high level), taking into account the difficulty of the terrain and the access routes.
134. As a result of this assessment TisPlan seeks to steer development to the most sustainable locations, within Tisbury village based on three broad zones:
- **Village Core** - in those Character Areas forming the village centre, retail and commercial uses should be encouraged to promote the vitality of Tisbury High Street and employment;
 - **Inner Village** - in those Character Areas close to the village centre, housing should be prioritised to encourage development of smaller, economical and affordable homes for local people, and to anticipate the growth in Tisbury's older population, by directing homes towards locations that are well-connected to Tisbury's centre; and
 - **Village Fringe** - in well-connected Character Areas towards the village edge, housing can also make a positive contribution along with modest commercial use within a small number of designated commercial zones.
135. This strategy, which accords with national planning policy,¹¹² will contribute to Tisbury's sustainability and sense of place, by encouraging more effective use of land within Tisbury village, prioritising brownfield land, delivering more homes in locations that are within walking distance of the village's amenities and promoting the vitality of its high street. It will help to avoid an unsustainable 'suburban sprawl', which would occur were residential development to occur beyond existing commercial zones or in areas that are remote from the village core.
136. The uses that are supported in each Character Area are set out in the Supported Uses Table that appears in Appendix 3 to this Plan.
137. This table should be read in conjunction with the Character Area Statement. It shows those **new development uses** for land and buildings (including conversions from other existing uses) that are supported for each Character Area.
138. The Table should be used to steer development towards the most sustainable locations, with exceptions highlighted for further assessment in accordance with Policy DB6.

¹¹² National Planning Policy Framework September 2023, paragraphs 8, 83, 85 and 105.

POLICY DB6: PLACE-SHAPING

Within Tisbury's settlement boundary, new development or development that involves new uses for land or buildings (other than householder development) should, subject to the other policies of this Plan, either:

1. take place at locations that are identified as suitable for that development's uses by the Supported Uses Table set out in Appendix 3; or
2. should be steered to more sustainable locations that are in accordance with paragraph 1 above, other than where the following exceptional conditions are satisfied:
 - a) the development can be shown to deliver exceptional public benefit to the local community, including wider sustainability benefits, that outweigh the impact of using a less sustainable location; and
 - b) it can be demonstrated that no suitable sites that accord with paragraph 1 are available (or are expected to become available within a reasonable period) following a genuine and sustained search over a period of at least six months.
3. Any representations from Tisbury and West Tisbury Parish Councils will be a material consideration when assessing the extent of public benefit under paragraph 2(a) above.



Section 5 Homes



5. HOMES

5.1. *Vision*

Modest levels of new housing will safeguard Tisbury's role and economic sustainability, with the highest possible ratio given to affordable homes. Development of housing will be informed by the most recent evidence of local need and will focus on sustainable, brownfield sites close to the village centre at well-connected locations. In particular it will seek to bring public benefit by balancing provision of affordable homes with local employment and provide accommodation that enables older people to remain independent in their later years.

5.2. *Background and Rationale*

139. TisPlan aims to ensure that housing development remains relevant to local needs, is informed by the community's wishes and supports local people who otherwise may be obliged to move away from the area.
140. House prices in Tisbury and West Tisbury are some of the most expensive in South-West England. In the 12 months to end September 2021, median house prices in the Tisbury Community Area were 21% above those for South-west England and 17% above the rest of Wiltshire. The Tisbury area is among the top third of wards in England and Wales ranked in order of house price. The affordability gap is driven in particular by the price of family homes.¹¹³
141. In accordance with national planning policy¹¹⁴, TisPlan's priority is to direct future development to brownfield sites close to the village centre that can be re-purposed in ways that will promote Tisbury's community, enhance its character, secure its future as a place to live and work, safeguard the unique qualities of the NL and make more effective use of land.
142. A key objective of the Plan is to promote innovative schemes that directly address local needs and can help overcome the following three challenges which threaten Tisbury's local economy and its vibrant community:
 - lack of affordable housing;
 - the challenge of supporting an increasingly elderly population; and
 - out-commuting caused by housing outstripping the availability of local employment.
143. Each of these three issues is described more fully in this section.
144. Wiltshire Council's strategy is that neighbourhood plan-led housing growth should be focused on larger, more sustainable rural settlements.¹¹⁵ Conversely, in the rural parts sensitive conversion of redundant agricultural buildings to new employment uses has

¹¹³ ONS, House Price Statistics for Small Areas, Datasets 9 and 37, published 2022.

¹¹⁴ National Planning Policy Framework September 2023, paragraph 85

¹¹⁵ Wiltshire Council, Rural Settlement Housing Requirements, Distribution Methodology and Outputs, paragraph 1.6

had a significant positive impact, causing new, innovative businesses to move into the Plan area, as set out in Section 0 below.

5.3. *Housing Numbers*

Housing Projections

145. Under both the current Wiltshire Core Strategy and the emerging Wiltshire Local Plan, the four local service centres in the Salisbury Housing Market Area (Tisbury, Wilton, Mere and Downton) are allocated to provide *“modest levels of development in order to safeguard their role and to deliver affordable housing.”*^{116 and 117}
146. Tisbury is the smallest of these Local Service Centres and the emerging Local Plan provides an indicative housing requirement of 116 homes between 2020 and 2038 in Tisbury village with a residual indicative requirement at 3rd June, 2023 of 52. Wiltshire Council has advised that TisPlan should be informed by this figure.^{118 119}
147. TisPlan supports these requirements by bringing forward two brownfield sites, at Station Works and the Old Sports Centre, providing for the assessment of further sites in future editions of the Plan and by assessing the potential for windfall development.
148. The emerging Local Plan gives no indicative requirement for the rural part of the Plan area, indicating that plan-led growth will be focused on more sustainable rural settlements, such as Tisbury, in accordance with national planning policy, so helping to maintain the vitality of rural communities.¹²⁰
149. The residual indicative requirement provided by Wiltshire Council assumes that 60 dwellings will be completed by 2038 at the Station Works site allocated by TisPlan and takes into account 4 completions between 1st April 2020 and 31st March 2022. Of the residual requirement of 52, 13 dwellings were given planning consent at the second site allocated by TisPlan (the Old Sports Centre site) on 8th December 2022¹²¹, leaving a balance of 39, which equates to an annualised requirement of 2.78 between 2024 and 2038.

Windfall Development

150. Historically South Wiltshire has experienced above average windfall rates (development of homes outside allocated sites). Wiltshire’s Housing Land Supply Statement (base date April 2021) shows that in the South Wiltshire Housing Market Area, windfall permissions comprised 24% of the total number of completions per year.¹²² Based on a

¹¹⁶ Wiltshire Core Strategy, made January 2015, Core Policy 1

¹¹⁷ Wiltshire Emerging Local Plan “Empowering Local Communities”, January 2021, paragraph 28

¹¹⁸ Wiltshire Emerging Local Plan, Regulation 19 Version, Rural Housing Requirements 2023, pages 90 and 98

¹¹⁹ Written opinion of Wiltshire Spatial Planning, 2nd August, 2023

¹²⁰ Wiltshire Emerging Local Plan, Regulation 19, Version, Rural Housing Requirements 2023, paragraphs 1.7, 1.9 and 3.4

¹²¹ Planning Consent PL/2022/00855 granted 8th December 2022

¹²² Wiltshire Housing Land Supply Statement, base date April 2021, pages 8 and 125. Windfall permissions average 2009-21 and completions 2016/7 to 2020/21 (S9)

conservative estimate, Wiltshire Council calculates a windfall allowance of 9.67% in the South Wiltshire Housing Market Area for the period 2021-26.¹²³

151. In Tisbury, historic windfall rates show the same pattern, partly as a result of the village's capacity to support infill development. Wiltshire Council's data show an average of 3.4 additional dwellings were completed each year at small unallocated sites (windfall) between 2012/3 and 2021/2 with the 15-year average from 2007/8 being above 5 per annum.¹²⁴
152. The Character Area Assessment 2023 indicates continuing potential for windfall development through infill sites across a number of character areas, as well as identifying larger sites that might be brought forward through future assessment. Tisbury's capacity to support windfall development is further indicated by planning applications for a total of 18 homes at the sites of Tisbury Motors and Trellis House, which were submitted to Wiltshire Council in 2020 and 2021.¹²⁵
153. Based on the above data, there is a high level of confidence that the residual indicative housing requirement can be met by 2038. To ensure development is appropriately phased, other sites identified by the Character Area Statement and AECOM's Site Assessment will be kept under review with a view to further assessment and if appropriate allocation in future editions of TisPlan if necessary.

5.4. *Affordability*

154. Lack of affordability, particularly for local people, is a key concern for Tisbury's community. In a survey of 238 local residents conducted by Nadder Community Land Trust in October 2021, 59% of those responding expressed concerns about the lack of affordable housing for local people.¹²⁶
155. To perform an objective assessment of Tisbury's needs, AECOM were commissioned to prepare a Housing Needs Assessment, which was delivered in May 2022 and has informed TisPlan's housing policies. The key conclusions from the Housing Needs Assessment are summarised below:¹²⁷
 - The Plan area offers high levels (19.7%) of affordable and social rented homes compared with 14.7% in Wiltshire. There are 67 more social and affordable rented homes in Tisbury than there would be if Tisbury had followed the Wiltshire average for provision of social rented accommodation.¹²⁸ AECOM concluded that the rental housing sector in the Plan area has capacity to meet forecast need to 2038 and that *"it is likely that the Neighbourhood Area not only caters for the need generated locally but also some of the need of surrounding parishes or areas within Wiltshire"*.
 - On the other hand, only 62% of homes are owner-occupied in the Plan area compared with 67% in Wiltshire. There is a significant problem with the cohort of local people who can just afford to rent, but cannot afford to own a home. Local households on average incomes are unable to access even entry-level market homes.

¹²³ Wiltshire Housing Land Supply Statement, base date April 2021, pages 13 and 127 (S9)

¹²⁴ Wiltshire Council Windfall Data as at 31st March 2022. Email from Wiltshire Spatial Planning 18th July, 2023

¹²⁵ Tisbury Motors SP3 6HF (Application PL/2021/04262) and Trellis House SP3 6JR (Application PL/2020/01931)

¹²⁶ Stage 1 Engagement Survey, Nadder Community Land Trust, October 2021

¹²⁷ Housing Needs Assessment for Tisbury and West Tisbury, AECOM, May 2022.

¹²⁸ Housing Needs Assessment, table 4-1.

156. The problem of affordability is summarised in Table 4 below, prepared by AECOM, which shows that whilst rental is affordable for most households on lower incomes, only households on average incomes can afford to own their own home and then only at discounts of 50%.

Tenure	Mortgage value (90% of price)	Annual rent	Income required	Affordable on average incomes? £42,100	Affordable on LQ earnings (single earner)? £13,502	Affordable on LQ earnings (2 earners)? £27,004
Market Housing						
Median House Price	£312,233	-	£89,209	No	No	No
NA Estimated New Build House Price	£294,588	-	£84,168	No	No	No
LQ/Entry-level House Price	£231,413	-	£66,118	No	No	No
Average Market Rent	-	£11,184	£37,280	Yes	No	No
Entry-level Market Rent	-	£8,004	£26,680	Yes	No	Yes
Affordable Home Ownership						
First Homes (-30%)	£206,212	-	£58,918	No	No	No
First Homes (-40%)	£176,753	-	£50,501	No	No	No
First Homes (-50%)	£147,294	-	£42,084	Yes	No	No
Shared Ownership (50%)	£147,294	£4,092	£55,722	No	No	No
Shared Ownership (25%)	£73,647	£6,137	£41,500	Yes	No	No
Shared Ownership (10%)	£29,459	£7,365	£32,966	Yes	No	No
Affordable Rented Housing						
Affordable Rent	-	£6,682	£22,251	Yes	No	Yes
Social Rent	-	£5,261	£17,519	Yes	No	Yes

Source: AECOM Calculations

Table 4 – Affordability of Homes in Tisbury

157. The “First Homes” scheme¹²⁹ requires developers to deliver a percentage of affordable housing at discounted rates (subject to a Minimum Discount and Price Cap) so that they are within reach of those on average or below-average incomes. A specific Minimum Discount and Price Cap may be set for a neighbourhood Plan area where this is necessary to meet housing need in the light of local income levels or house prices.¹³⁰
158. In the light of the very low levels of affordability in the Plan area, demonstrated by AECOM’s Housing Needs Assessment, the Parish Councils consider it appropriate that a Minimum Discount of 50% below market value and a Price Cap of £150,000 should apply to First Homes in the Plan area.¹³¹
159. Under Wiltshire Core Policy 43, all residential development of five or more dwellings should deliver Affordable housing with a minimum level of 30% in Tisbury parish and 40% in West Tisbury parish.¹³² Wiltshire Council seeks to improve on this position and its emerging Local Plan requires provision of at least 40% affordable homes on all rural schemes of more than five homes, including both Tisbury and West Tisbury parishes.¹³³

¹²⁹ Ministerial Statement on First Homes, 24th May, 2021

¹³⁰ As set out in Planning Practice Guidance, “First Homes”, paragraphs 70-004-20210524 and 70-005-20210524.

¹³¹ As set out in Planning Practice Guidance, “First Homes”, paragraph 70-004-20210524.

¹³² Wiltshire Core Policy 43

¹³³ Wiltshire Council Local Plan, “Empowering Local Communities”, January 2021, paragraphs 17-18

160. As the problem of affordability in the Plan area is significantly worse than in Wiltshire as a whole, the Parish Councils have concluded that it would be appropriate for the Neighbourhood Plan to anticipate this requirement and seek a minimum of 40% affordable provision on all development schemes above five dwellings within the Plan area.
161. TisPlan welcomes community-led housing initiatives (such as Community Land Trusts), which can provide affordable housing in perpetuity through locally-driven, lower-cost schemes able to release small-scale village sites that would otherwise remain locked.
162. The affordability gap between local wages and house prices, demonstrated by the AECOM assessment, is reflected in strong community support for tenures that give priority in perpetuity for local people in the allocation of affordable housing, in accordance with Wiltshire Council's Allocations Policy.¹³⁴ This was indicated in Tisbury Parish Council's 'Vision for Tisbury' published in 2012 and the 2015 TisPlan survey. More recently, 42% of those responding to the Nadder Community Land Trust survey in October 2021 cited lack of affordability for local people as a concern. A sample of the comments made is reproduced in Figure 6.¹³⁵

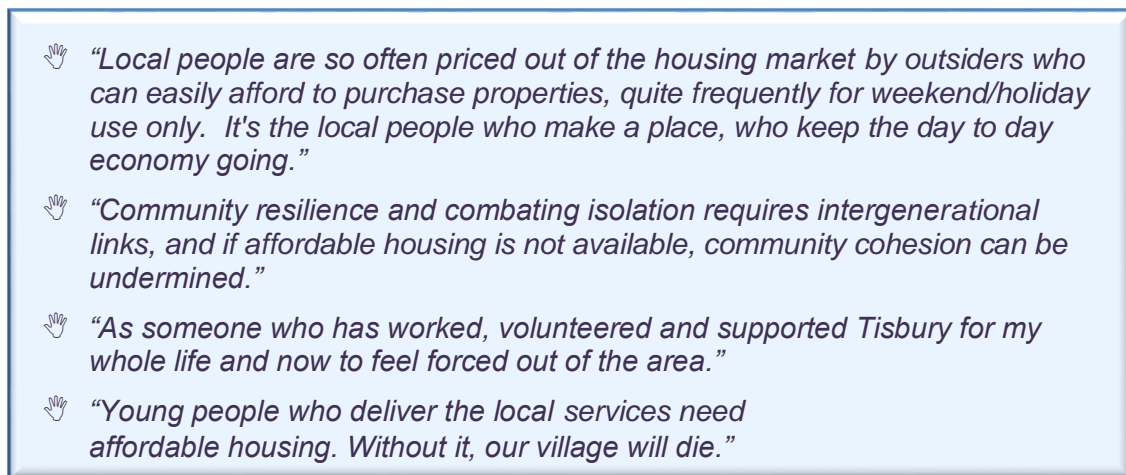


Figure 6 - Community Views on Affordability
Nadder Community Land Trust Survey, October 2021

163. A key positive character of Tisbury's community is its mixed and balanced nature, which is unusual for a village within an NL. TisPlan seeks to build on this strength in support of Wiltshire Council's aim to create “mixed, balanced and inclusive communities”.¹³⁶ An important criterion is that all forms of tenure on any given site are intermixed, with Wiltshire's emerging local plan indicating that for each 10 homes, 4 affordable homes might be organised into no fewer than 2 “clusters” of 2 homes each.¹³⁷
164. Rural exception sites are small sites “used for affordable housing in perpetuity” that can accommodate those with a strong local connection.¹³⁸ Wiltshire Council seeks to

¹³⁴ As defined in [Wiltshire Council Affordable Housing Allocations Policy](#) (Section 9).

¹³⁵ Stage 1 Engagement Survey, Nadder Community Land Trust, October 2021

¹³⁶ Wiltshire local plan pre-submission draft 2020-2038 July 2023, paragraph 5.55

¹³⁷ Wiltshire local plan pre-submission draft 2020-2038 July 2023, paragraph 5.59

¹³⁸ National Planning Policy Framework, September 2023, page 72

ensure, among other things, that these sites have clear support from the local community, that their scale and type respects the character and setting of the settlement and that they address a particular locally generated need that cannot be accommodated in any other way.¹³⁹

POLICY HS1: AFFORDABLE HOUSING

A) LOCAL NEED

To ensure Affordable Homes delivered in Tisbury meet genuine local need and are not lost to the affordable housing stock, each approved Affordable Home should remain in perpetuity to meet the local needs of the Plan area, initially and on subsequent change of occupant to the maximum extent permissible, secured by a binding legal instrument.

B) AFFORDABLE HOUSING LEVELS

To promote sufficient delivery of genuinely Affordable Homes in the Plan area:

1. Schemes of five dwellings and above are encouraged to deliver levels of affordable housing above 40%;
2. Schemes offering less than 40% affordable homes, will not be regarded as meeting Tisbury's housing need;
3. The Minimum Discount for First Homes in the Plan area is 50%; and
4. The Price Cap for First Homes in the Plan area is £150,000.

C) TENURE MIXED DEVELOPMENT

To strengthen Tisbury's character as a mixed and inclusive community, all proposals for housing should incorporate designs and layouts that intermix different forms of tenure, so that clusters of Affordable Homes above two units are avoided and that affordable homes (and their immediate setting) are visually indistinguishable from other forms of housing when viewed from the street.

D) RURAL EXCEPTION SITES

To ensure that they conserve the NL and achieve their intended purpose of meeting Tisbury's demonstrable local need, proposals for rural exception sites that accord with the other Policies in this Plan will be supported only where they will, in the local community's view, genuinely address its local need for Affordable Homes, as demonstrated by one of the following:

1. they are put forward by local community land trusts, local charities or community groups with the support of the relevant Parish Council; or
2. they demonstrate strong alignment with the community's needs as follows:
 - a) the proposal meets a particular, locally generated need identified by TisPlan, the Tisbury & West Tisbury Housing Needs Assessment, May

¹³⁹ Wiltshire Core Strategy 2015, paragraph 6.48 and Core Policy 44

2022 or an evidenced local need specific to a particular part of the Plan area;

- b) the proposal has strong community support, as demonstrated through the support of the relevant Parish Council and cannot realistically be delivered at a more sustainable location;
- c) all housing provided will remain in perpetuity to meet defined local needs, initially and on subsequent change of occupant secured by a binding legal instrument; and
- d) where the proposal includes an element of market housing, it can be demonstrated that there is no reasonable prospect that the same number of affordable homes can be delivered within the Plan area in some other way within a 5-year term with a higher proportion of affordable homes.

E) INTERPRETATION

1. For the purposes of this policy, an “Affordable Home” is defined as one which meets the definition of Affordable Housing as defined by National Planning Policy Framework, Annex 2 and Wiltshire Core Strategy Policies 43 and 45, and which is delivered either:
 - a) through a community-led development (such as a Community Land Trust); or
 - b) through forms of tenure which prioritise to the maximum permissible extent eligible people who have a local connection with Tisbury or West Tisbury parishes.

5.5. Homes that Support Independent Living

An Ageing Population

165. The population of Tisbury and West Tisbury shows a significant bias towards those in their older years. In 2011, 24.8% of residents in TisPlan’s area were 65 years old or over compared with only 18.2% in Wiltshire as a whole and 16.3% in England.¹⁴⁰ In 2011, 30.2% of Tisbury households had no one under the age of 65, compared with 20% in Trowbridge, 16% in Swindon and 23% in Wiltshire.¹⁴¹

¹⁴⁰ ONS Census 2011 Table KS102EW. Calculation by TisPlan.

¹⁴¹ ONS Census 2011, table KS105EW



166. Figure 7 compares the age profile of Tisbury with that of Wiltshire and England as a whole.¹⁴²
167. The bias towards those in their advancing years is set to become more pronounced. AECOM has concluded that the number of households whose Household Reference Person is 65 or over in the Plan area will increase from 474 (37%) in 2011 to 816 households (50%) in 2036. This represents an increase of 72% and means that one out of every two heads of household will be aged 65 years and over by 2036.¹⁴³ This reinforces a projection published by the Care Services Improvement Partnership that nationally, 60% of all new household growth by 2033 will come from those aged over 65.¹⁴⁴
168. This trend takes place at a time of rising poverty among older people, with the percentage of pensioners in relative poverty increasing from 13% in 2011/12 to 18% in 2021/22.¹⁴⁵
169. Development in Tisbury must anticipate and respond to this challenge by delivering a broad mix of homes able to meet the specific needs of younger and older people.

¹⁴² Housing Needs Assessment 2022, Figure 5-1.

¹⁴³ Housing Needs Assessment 2022, Paragraph 150.

¹⁴⁴ *More Choice, Greater Voice*, Nigel Appleton, 2008, published by the Care Services Improvement Partnership

¹⁴⁵ Source Households Below Average Income: For Financial Years Ending 1995 to 2022, Department for Work & Pensions 2023, table 1.6a, reported in House of Commons Briefing, [Poverty in the UK: Statistics](#), 1st December 2023, page 23.

Wiltshire Council's Spatial Strategy

170. Wiltshire Council's current strategy to accommodate older people, as set out in its Core Strategy, was developed on the basis of professional research and a forecasting model set out in the Wiltshire's Older People Accommodation Development Strategy 2011-2026 ("WOPADS").^{146 147}
171. WOPADS concluded that provision of residential care homes in Wiltshire represented a "stable market" with "good spread throughout the county."¹⁴⁸ However, there was under-provision of shared ownership and leasehold sheltered housing, and significant under supply of extra care homes which, unless addressed "will impact upon Wiltshire's ability to meet future demand and older people's expectations."¹⁴⁹
172. It pointed to over-provision of residential care beds meaning that "older people with their future care and health costs are being imported from other areas."¹⁵⁰
173. The Strategy informed Wiltshire Core Policy 46 and involves three elements that are relevant to the Tisbury area¹⁵¹:
- it prioritises provision that enables people to stay in their own homes for longer;
 - it directs development of care accommodation towards principal settlements and market towns with good communications; and
 - it allocates Tisbury for the provision of additional "Virtual Care" or "Community Extra Care" homes, which support independent living.

¹⁴⁶ Wiltshire Core Strategy, paragraph 6.54

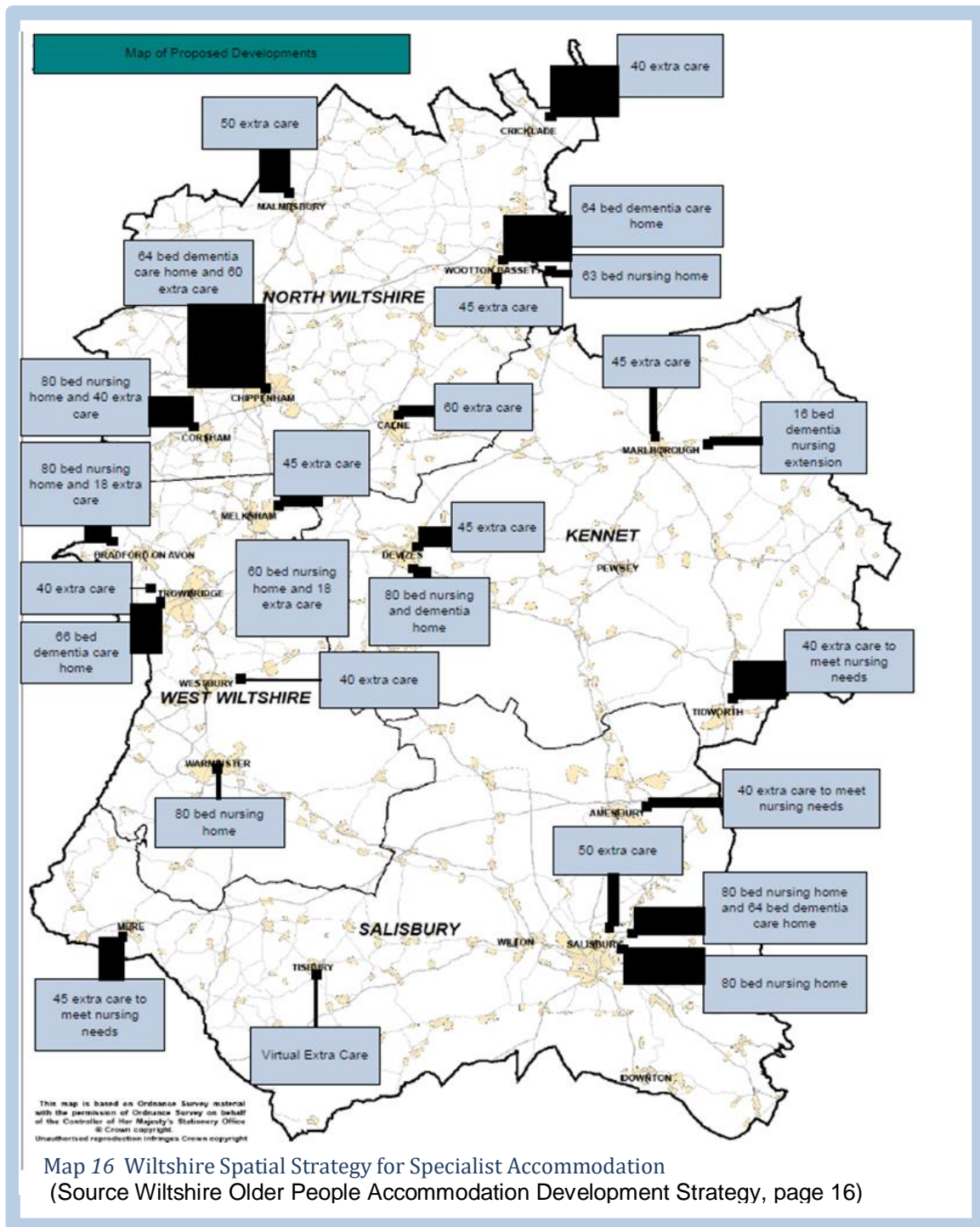
¹⁴⁷ Wiltshire's Older People Accommodation Development Strategy – revised version, December 2010

¹⁴⁸ Ibid, page 7

¹⁴⁹ Ibid, page 8

¹⁵⁰ WOPADS, page 8

¹⁵¹ Ibid, page 16



174. Wiltshire Council is due to publish an updated edition of the WOPADS strategy in mid-2024. The evidence-gathering for this updated edition is largely complete and Wiltshire Council indicates that the updated strategy can be expected to lead to further strengthening of Core Policy CP46 in future years, with further emphasis on expansion of extra care, domiciliary care and forms of supported housing that promote independent living, in preference to residential care, locating nursing care in larger settlements.¹⁵²

¹⁵² To establish Wiltshire Council's current strategy, the Steering Group and AECOM met with the Head of Adult Commissioning for Wiltshire Council on 13th October, 2023.

Homes for Independent Living

175. AECOM have assessed the effect of an ageing population on the type and size of home required during the plan period. Their conclusion is that there will be increased demand for small, economical 3-bedroom homes, but less demand for 1-bed and 2-bed homes.¹⁵³
176. A broader range of options is required to support independent living in later life, particularly sheltered and Extra Care housing, allowing residents to remain in their own homes for longer.¹⁵⁴ Evidence from the 2001 ONS census and General Household Survey 2001 indicates a range of domiciliary care needs among older people, with 41% of those aged 85 and over needed help with shopping, but only 24% needed help washing dishes or clothes and just 8% needed help dressing and undressing.¹⁵⁵
177. Tisbury currently has a 19-bed residential care home and 42 sheltered units at Nadder Close, but no other Extra Care, or sheltered housing provision. Few homes have been specifically designed to meet the needs of older people. Development will therefore need to address the significant under provision in the number of small, adaptable homes that can promote independent living in later life.¹⁵⁶
178. This conclusion is reflected in the responses to the 2015 TisPlan questionnaire, which indicate a demand for specialist accommodation for older people. Of those indicating a need to seek alternative accommodation during the plan period 30% predicted they would need some form of retirement accommodation; with 13% indicating this would involve some form of assisted living and 17% indicating a need for independent retirement accommodation.¹⁵⁷

Residential and Nursing Care

179. As set out above, Wiltshire Council's assessment points to significant under-supply of sheltered housing and extra care housing and over-supply of residential care beds in Wiltshire as a whole. Its spatial strategy is to direct future delivery of residential care towards principal settlements and market towns.
180. The Integrated Care Board has also concluded that new residential care provision "*would be largely occupied by those who do not live in this area and would thus be of limited benefit to the local population*".¹⁵⁸
181. These conclusions reflect those presented to other local and regional authorities. An assessment commissioned by the Welsh Government in 2020 predicted a shortfall of 20,000 units of specialist housing for older people in Wales by 2035 (including retirement

¹⁵³ Housing Needs Assessment 2022, Paragraph 165.

¹⁵⁴ A sample survey of 1,000 owners of Extra Care homes quoted in by the All Party Parliamentary Group in "Housing in Later Life" reported that 83% felt that their current home was helping them maintain their independence for longer.

¹⁵⁵ [More Choice, Greater Voice](#), Nigel Appleton, 2008, published by the Care Services Improvement Partnership

¹⁵⁶ Housing Needs Assessment 2022, table 5-2 and More Choice, Greater Voice, table 22. Calculation by TisPlan.

¹⁵⁷ TisPlan Questionnaire 2015

¹⁵⁸ Note from Senior Estates Manager, Bath & NE Somerset, Wiltshire & Swindon ICB, 21st July 2021, reproduced Planning Application PL/2021/09778, Statement of Community Involvement, page 10

housing, sheltered housing and extra care housing), under-provision of nursing home beds, but no net additional need for residential care beds.¹⁵⁹

182. In the light of this evidence the Parish Councils have concluded that delivery of further residential care beds in Tisbury would not address its housing need.

Location

183. The majority of new homes must be within easy walking access of Tisbury village's shops and healthcare facilities. A number of surveys show that older people rely significantly more on local shops and community services, with Professor Michael Ball finding that 81% use local shops often or almost daily.¹⁶⁰ Location of homes within 400 metres from shops and facilities is recommended by the Care Services Improvement Partnership¹⁶¹ and the National Planning Policy Framework defines well-connected locations as no more than 300 metres from a primary shopping area¹⁶².
184. The importance of being close to village facilities is underlined by the fact that in 2011, 17.7% of Tisbury households had no access to a car or van, compared with 7.7% in Hindon and 6.4% in Chilmark¹⁶³.
185. Wiltshire Council's assessment is that specialist accommodation for older people should always be located within close walking distance of community services, both in view of the need for physical access and because location of specialist accommodation at the heart of the local communities is an important contributor towards mental well-being.¹⁶⁴
186. Evidence from the Chartered Institute for Housing and others indicates that specialist homes for older people should be located at "*small infill or brownfield sites well located within existing settlements and well connected to transport and with local facilities*" whilst Professor Carol Holland of the Centre for Ageing Research at Lancaster University has found that the three housing-related factors impacting on the health of older people are "*cold, the risk of falls and the location of the home.*"¹⁶⁵
187. Planning Practice Guidance states that developments for older people should consider proximity to local amenities and integration within the local context.¹⁶⁶ Kent County Council is one of a number of local authorities to have developed standards based on this guidance, stating that accommodation should be part of the community and a 'hub' of activity rather than a 'bubble' operating in isolation from the surrounding population.¹⁶⁷

¹⁵⁹ [Assessment of the demand for specialist housing and accommodation for older people in Wales. Report to the Welsh Government, Housing Learning & Improvement Network](#), 2020, page 4

¹⁶⁰ Ball, M (2011) Housing Markets and Independence in Old Age: Expanding the Opportunities, University of Reading, quoted in Housing in Later Life, All Party Parliamentary Group on Housing and Care for Older People, 2012, Age of Opportunity, Transforming the lives of older people in poverty, Centre for Social Justice, 2012, A Better Life: Private Sheltered Housing and Independent Living for Older People, ORB 2012

¹⁶¹ [More Choice, Greater Voice](#), Nigel Appleton, 2008, published by the Care Services Improvement Partnership

¹⁶² National Planning Policy Framework, September 2023, page 67

¹⁶³ ONS Census 2011, table QS416EW

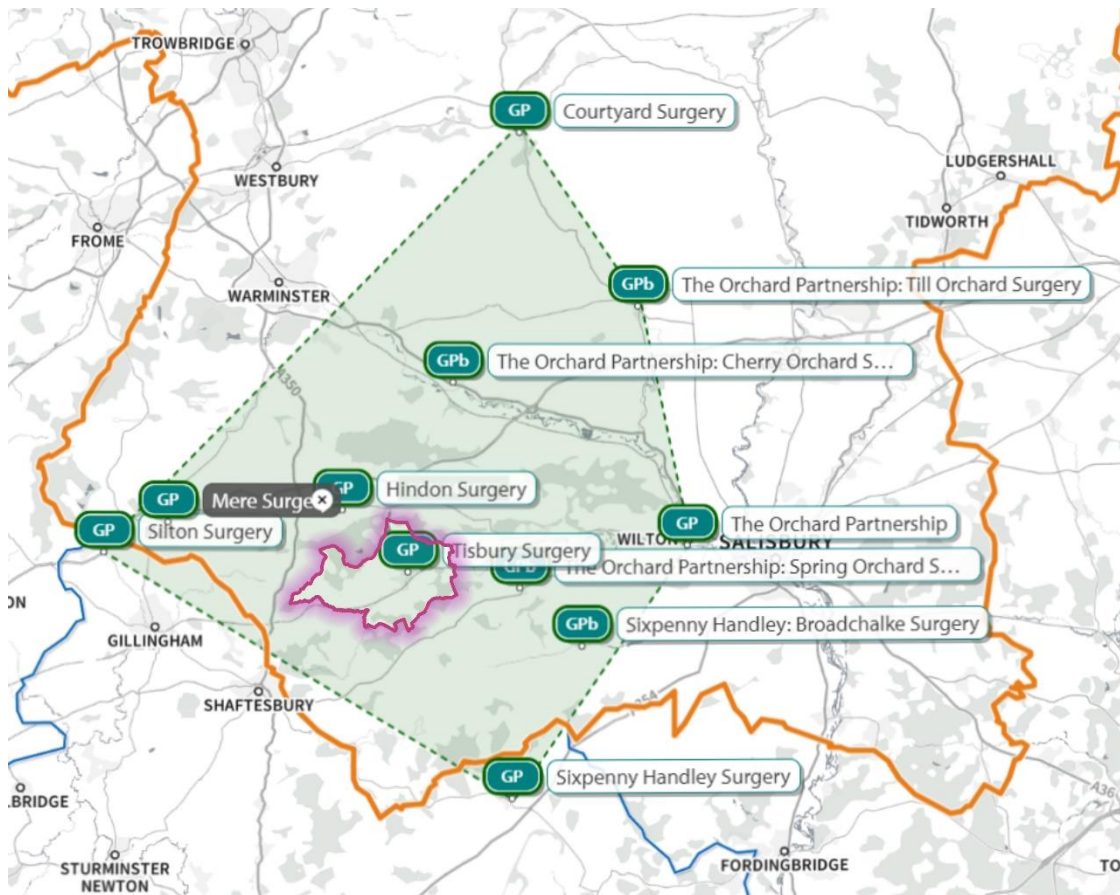
¹⁶⁴ Meeting with the Head of Adult Commissioning, Wiltshire Council, 19th October 2023

¹⁶⁵ House of Commons Select Committee, Communities and Local Government Committee, Housing for older people, 2018 paragraphs 13 and 117

¹⁶⁶ Planning Practice Guidance – Housing for Older and Disabled People – paragraphs 017 and 018 Reference IDs: 63-017-20190626 and 63-017-20190626.

¹⁶⁷ Kent County Council, "[Older People's Care Home Design Principles](#)", 2015 (C13)

5.6. Capacity of Primary Care Services



Map 17 The Sarum West Primary Care Network

The TisPlan area is superimposed in purple.

Source: Bath & NE Somerset, Wiltshire & Swindon Integrated Care Board

188. Tisbury GP Surgery lies within the Sarum West Primary Care Network (“PCN”) of the Bath & NE Somerset, Wiltshire and Swindon Integrated Care Board (“the ICB”). Map 17 shows the extent of the Sarum West area and the GP surgeries that lie within it .
189. The sparse distribution of the rural GP surgeries of the PCN and the poor roads between them make it difficult to share or consolidate services, meaning that each GP Surgery is the sole provider for most if not all primary care within their catchment area.
190. A key point of pressure is Tisbury’s small GP practice. Tisbury Surgery is the only GP practice in the vicinity, but has seen its patient roll double as a result of development over the past 20 years¹⁶⁸ and is now running above its designed capacity.
191. The current delivery model within the Sarum West PCN was developed by the NHS and local partners, including Wiltshire Council, based on population and housing projections generated by the Office for National Statistics.

¹⁶⁸ Letter from Dr. Adam Smith, Senior Practitioner at Tisbury GP Surgery to Tisbury Parish Council, 28th November 2022

192. The ICB concludes that a further material growth in patient numbers at Tisbury could not be sustained under the existing system and would require a more fundamental re-assessment of primary care services within the PCN including all aspects of the delivery model (service, staffing, premises, finances).¹⁶⁹
193. This assessment would consider the impacts on Children's Services, Mental Health Services, Community Services, and Acute Services, involving capacity modelling at both PCN and neighbourhood level, which the Integrated Care Board consider would take up to 12 months to complete.¹⁷⁰
194. The re-modelling exercise would need to consider delivery of primary healthcare within the entire PCN and subsequent changes might involve greater consolidation and sharing of services across the PCN and/or funding for a second GP surgery in Tisbury.

¹⁶⁹ Note from Senior Estates Manager, Bath & NE Somerset, Wiltshire & Swindon ICB, 21st July 2021, reproduced Planning Application PL/2021/09778, Statement of Community Involvement, page 10

¹⁷⁰ NHS Bath and North East Somerset, Swindon and Wiltshire Clinical Commissioning Group statement on local healthcare provision June 2021, reproduced in Statement of Community and Stakeholder Involvement, Planning Application PL/2021/09778, paragraph 4.13

POLICY HS2: PROMOTING INDEPENDENCE

A) ACCESSIBILITY AND LOCATION

To meet the needs of Tisbury's community and promote independent living as late as possible in life, schemes involving 10 or more new dwellings in the Plan area should achieve the following standards, other than in exceptional circumstances*:

1. be located within 400 metres easy walking distance from the boundary of Tisbury's Primary Shopping Area;
2. offer at least 50% of homes with the benefit of step-free access from pavement to the front door of each dwelling; and
3. demonstrate that they have been designed to offer a high quality of life for older people and that delivery is aligned with local primary healthcare capacity through engagement with Bath and North East Somerset, Swindon and Wiltshire Integrated Care Board.

B) SPECIALIST ACCOMMODATION

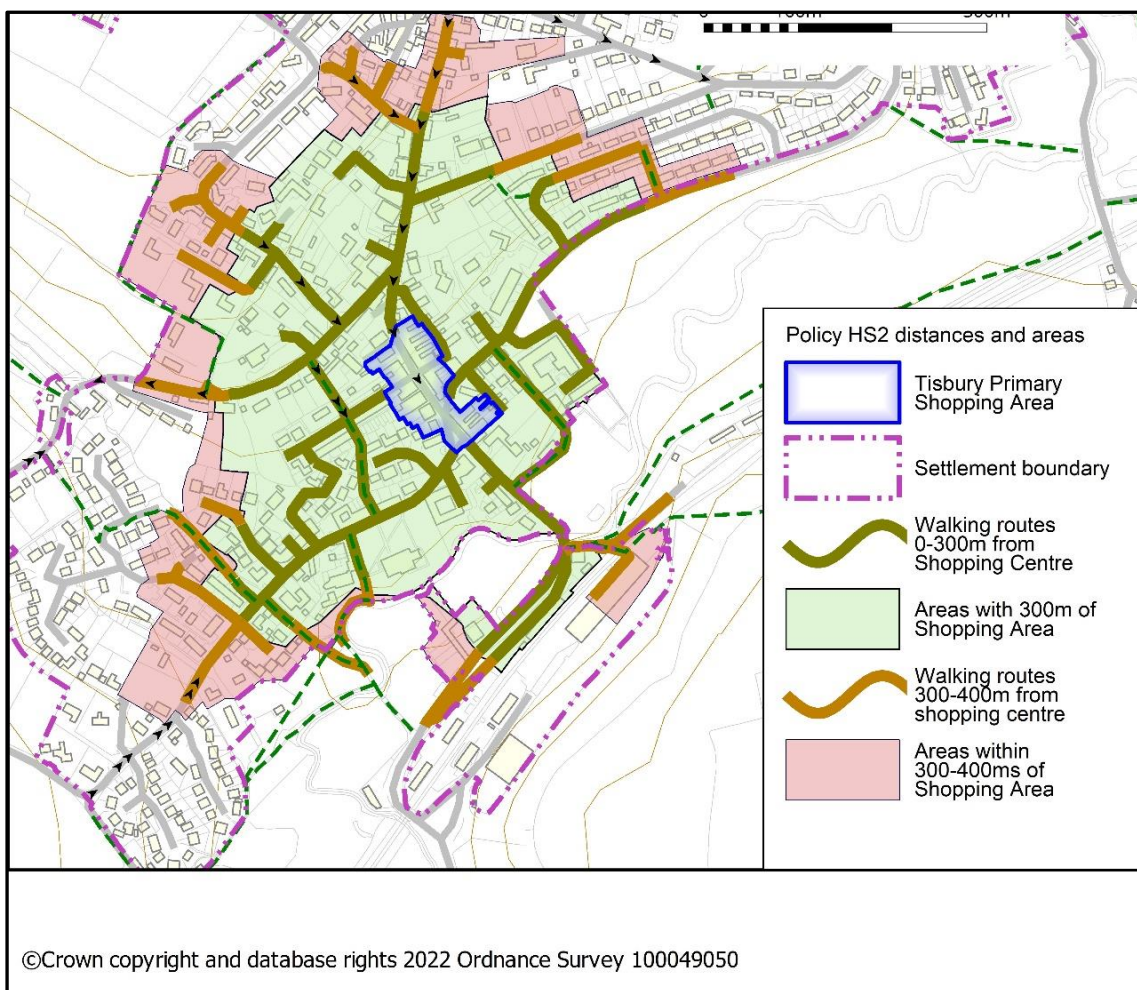
Development proposals involving specialist accommodation for older people (including residential care accommodation, nursing homes, extra care and sheltered housing) should show broad conformity with the Wiltshire Older Persons Accommodation Strategy 2011-2026 (and its successors), and in particular should demonstrate that they:

1. will promote independent living;
2. are located within 300 metres step-free walking distance from Tisbury's Primary Shopping Area, at well-frequented locations that offer high levels of intervisibility with the surrounding streetscape and promote interaction with the community; and
3. should demonstrate that the facility is deliverable in alignment with local primary and acute care capacity and delivery models, through submission of a Healthcare Delivery and Impact Assessment prepared by the **proposed service provider** including:
 - a) a description of the delivery model (staffing, premises and services);
 - b) an assessment of the impact of the facility on local **primary** healthcare services;
 - c) an assessment of the impact of the facility on local **acute** healthcare services;
 - d) a strategy to minimise repeated, avoidable calls on local acute services ("frequent flyers") and prolonged stays ("bed blocking")
 - e) evidence of engagement with Tisbury GP Surgery, the Sarum West Primary Care Network and the Bath, North East Somerset, Wiltshire & Swindon Integrated Care Board.

C) INTERPRETATION

For the purposes of this policy:

1. “exceptional circumstances” apply where it can be demonstrated that development offers exceptional public benefit to the local community that significantly outweighs any adverse impact; and
2. any representations from Tisbury or West Tisbury Parish Councils will be a material consideration when assessing public benefit.



Map 18 Walking Distances from the Boundary of Tisbury Primary Shopping Area

195. Map 18 shows walking distances from the boundary of Tisbury Primary Shopping Area.

5.7. Balancing Employment and Housing

Out-commuting

196. It is essential that development promotes and does nothing to harm opportunities for long-term growth in jobs, training and education for local people in the Plan area.
197. As long ago as 2002, Wiltshire's Economic Development Officer reported "*The rate of housing development in Tisbury has not been matched in recent years by employment opportunities. Tisbury also falls within the South West Wiltshire Rural Development Area because of the narrow employment base and low incomes. Therefore any further reduction in employment land and opportunities would reduce Tisbury's sustainability by increasing the need for commuting to places of work.*"¹⁷¹

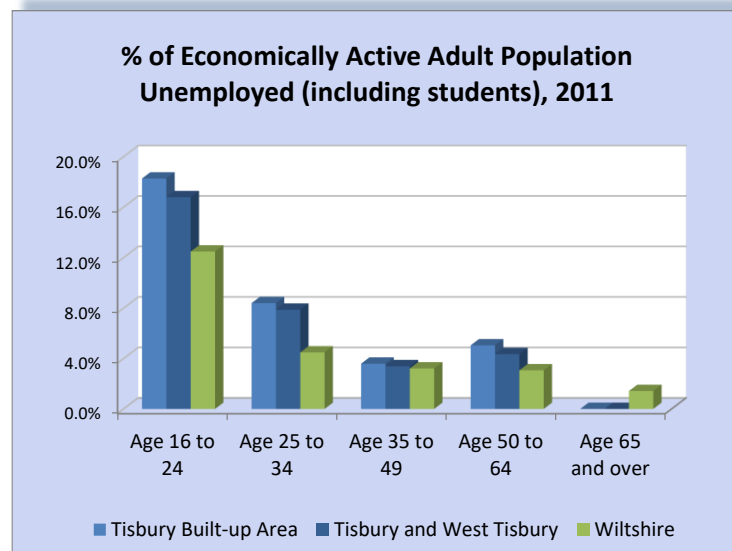


Figure 8 - % Economically Active Population not in Employment

198. 2011 Census Data reproduced in Figure 8 confirms that the percentage of unemployment in Tisbury is worse than in Wiltshire as a whole, and significantly worse among those aged between 16 and 34.¹⁷²
199. This conclusion is reinforced by the 2011 census data for Tisbury, reproduced in Figure 9, showing that Tisbury residents travel further to work than in Wiltshire as a whole.¹⁷³

¹⁷¹ Officer Report, Planning Application PL/2002/1367

¹⁷² Source ONS Census Data 2011, Table LC6107EW - Economic Activity by sex by age

¹⁷³ Source: ONS Census Data 2011, Table QS702EW

The average distance travelled to work in the Plan area was 25 km compared with an average of 18.8 km for Wiltshire and 13.8 km in Trowbridge.

200. For this reason, both TisPlan and the Wiltshire Core Strategy require that growth in Tisbury and West Tisbury is phased to balance commercial and residential uses. The context is set by the Wiltshire Core Strategy, which states “The strategy for Tisbury

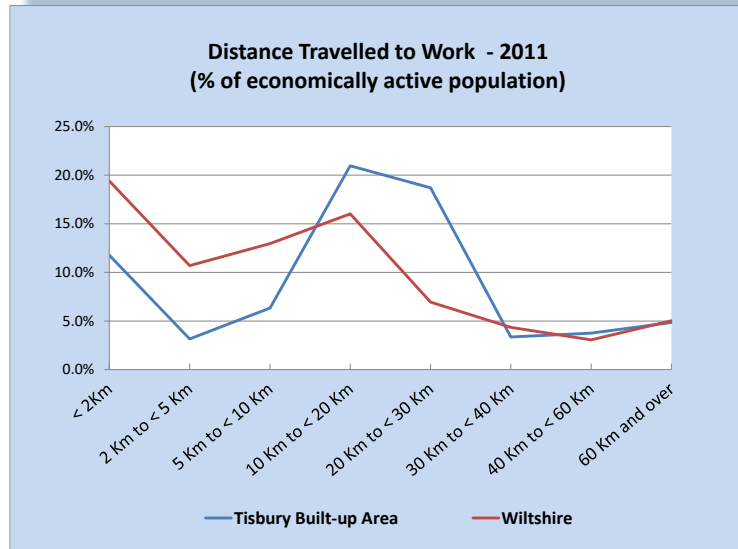


Figure 9 - Local Employment - Distance Travelled to Work.

*Community Area is to provide for modest growth of both housing and employment to ensure development is balanced, thus helping to minimise out-commuting and provide support for local services and communities”.*¹⁷⁴

201. Wiltshire Core Strategy (2015) concludes that “reducing levels of out-commuting from many of Wiltshire’s settlements is perhaps the most important strategic challenge in planning for the future of Wiltshire.”¹⁷⁵
202. Based on average household sizes and the percentage of Tisbury’s current population who commute by van or car,¹⁷⁶ calculations prepared for TisPlan indicate that at current levels each 50 additional homes built in the Plan area will generate 34 additional out-commuters driving a van or car to work unless development can offer a corresponding increase in local employment.
203. Based on data for average commuting distances¹⁷⁷ these 34 out-commuters will drive a total of 358,000 kilometres each year, 70% more than for a similar development located in a principal settlement such as Trowbridge and 22% more than the current average for Wiltshire as a whole.
204. The impact of out-commuting on this scale would be felt in terms of road congestion, reduced quality of life and an increase in levels of air pollution. For a rural village such as Tisbury, lying some 4 km from the nearest ‘B’ class road and at a longer distance from larger settlements, significant levels of out-commuting threaten the sustainability of its community and the surrounding NL.

¹⁷⁴ Wiltshire Core Strategy, Adopted January 2015, paragraphs 5.146 and 5.147

¹⁷⁵ Wiltshire Core Strategy, paragraph 2.7

¹⁷⁶ Source ONS Census Data 2011, Tables QS701EW, QS702EW, LC6017EW and QS103EW calculated using Average Household Size data from ONS Labour Force Survey 2020.

¹⁷⁷ Source: ONS Census Data 2011, Table QS702EW

Air Quality

205. Based on the above data and on current Euro 6 emission levels,¹⁷⁸ the Chart in Figure 10 shows the effect of high levels of out-commuting on air quality. An indicative development of 50 homes in Tisbury that does not offer local employment would generate 46 tonnes of CO² each year, 21 kg of NO² and 1.8 Kg of particulate matter from out-commuting. This represents 19 tonnes of CO₂ and 9 Kg of NO₂ more than an equivalent development in Trowbridge.

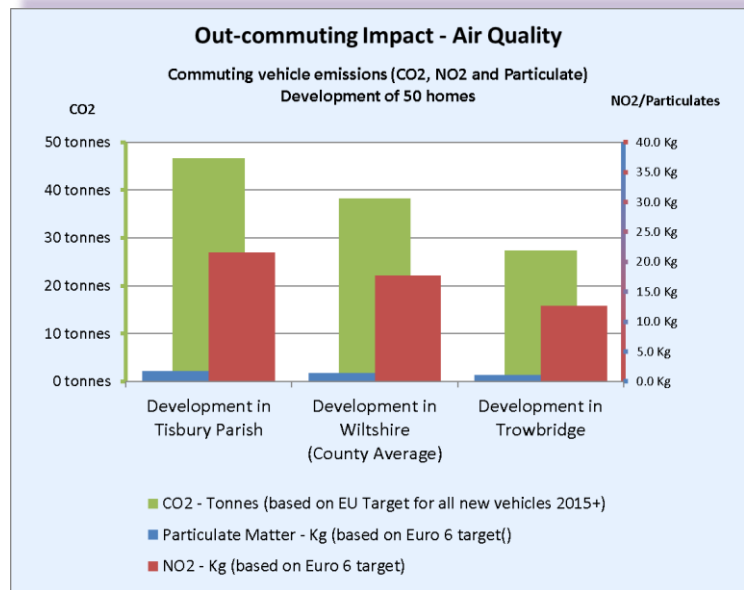


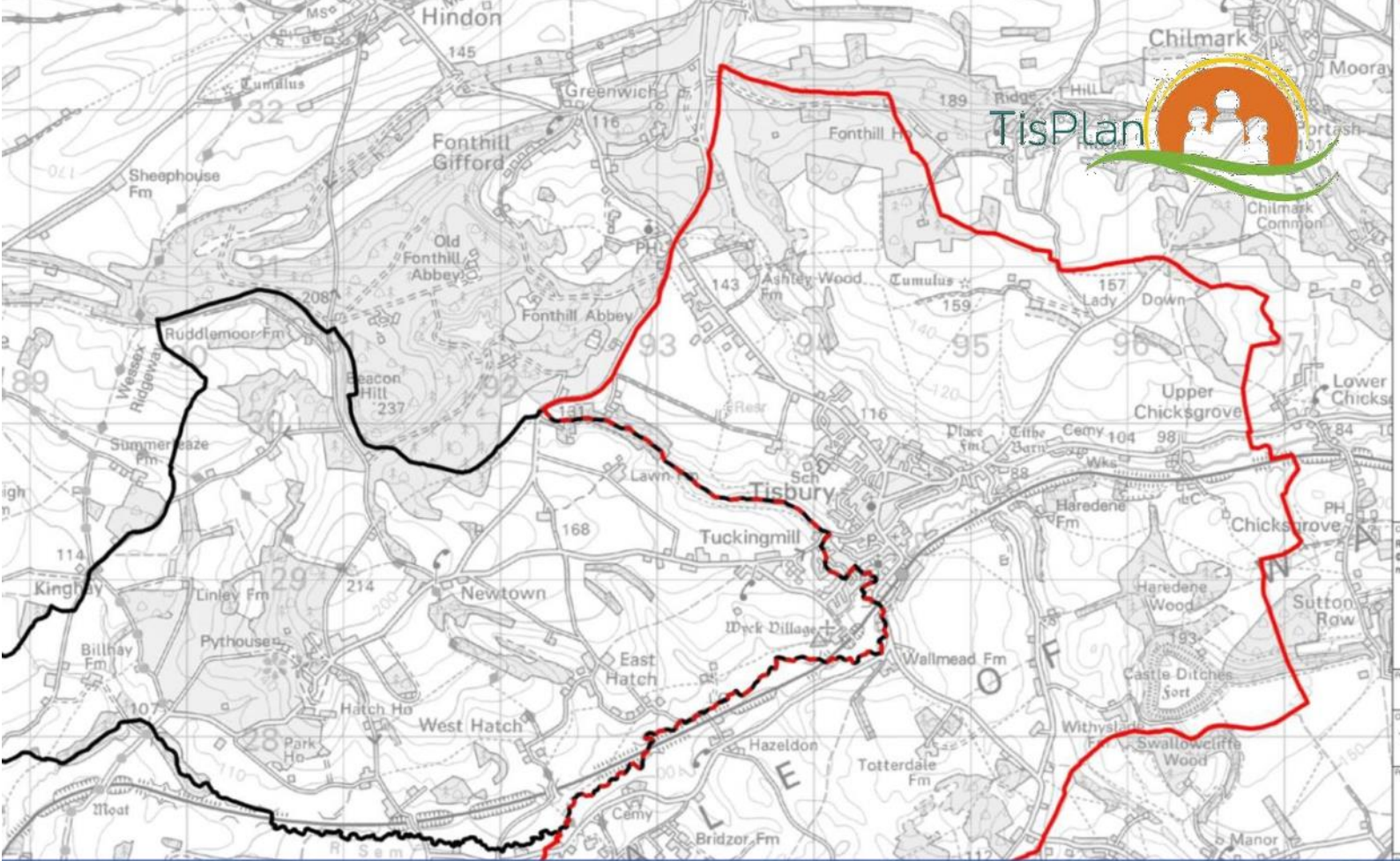
Figure 10 - Out-commuting Impact – Air Quality

POLICY HS3: EMPLOYMENT AND OUT-COMMUTING

To ensure homes are balanced with much-needed local jobs and to avoid the significant adverse impact of out-commuting, schemes involving 40 or more new dwellings should deliver commercial or employment space capable of generating 8 local, full-time employee roles for each 10 homes built, except where the development proposal delivers exceptional public benefit for the local community, such as through:

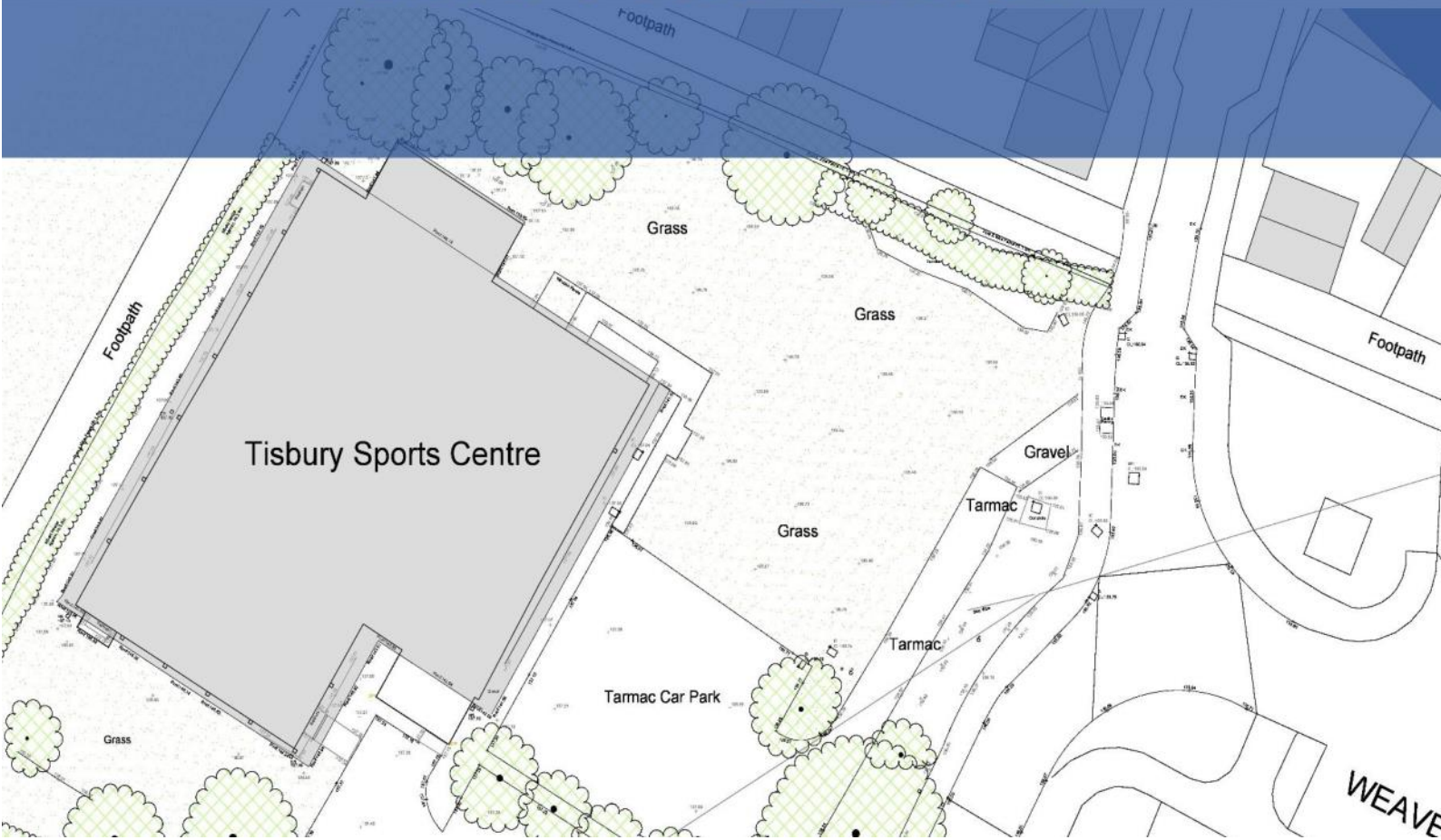
1. a community-led development (e.g. through a community land trust); or
2. a development offering exceptionally high levels of Affordable Homes, at least 50%.

¹⁷⁸ Euro 6 emission levels are taken from “Explaining Road Transport Emissions – a Non-Technical guide” published by the European Environment Agency 2016



Section 6

Site Allocation



6. Site Allocation

206. TisPlan is informed by the Site Assessment Report compiled by AECOM, who reviewed the potential for development in Tisbury and West Tisbury and identified a number of brownfield sites that might offer scope for redevelopment.¹⁷⁹
207. AECOM's assessment is based on the Government's Planning Practice Guidance¹⁸⁰ and included both desk-based studies and site visits.
208. The Site Assessment Report identified two brownfield sites as suitable for taking forward (Station Works and the Old Sports Centre) and which are allocated by TisPlan. The report also identified other brownfield sites (including Trellis House and the former Magistrates Court/Police Station) as potentially suitable for taking forward in future editions of the Plan.
209. The Character Area Statement considers the potential of each character area to support windfall development along with other potential sites that might be suitable for future assessment.
210. TisPlan sets out the proposed land uses for each allocated site, indicates the quantum of development appropriate,¹⁸¹ and identifies infrastructure needed to enable development proposed to be delivered in a sustainable way, taking into account the capacity of existing services.¹⁸²

¹⁷⁹ See TisPlan Site Assessment Report, AECOM June 2017 www.TisPlan.org.uk

¹⁸⁰ Guidance - [Housing and economic land availability assessment](#), Department for Levelling Up, Housing & Communities.

¹⁸¹ Planning Practice Guidance, Neighbourhood Planning, paragraph: 098 Reference ID: 41-098-20190509

¹⁸² Planning Practice Guidance, Neighbourhood Planning, paragraph: 045 Reference ID: 41-045-20190509

Section 7
Site Allocation -
Station Works

7. Site Allocation – Station Works, Tisbury SP3 6QU

7.1. *Vision*

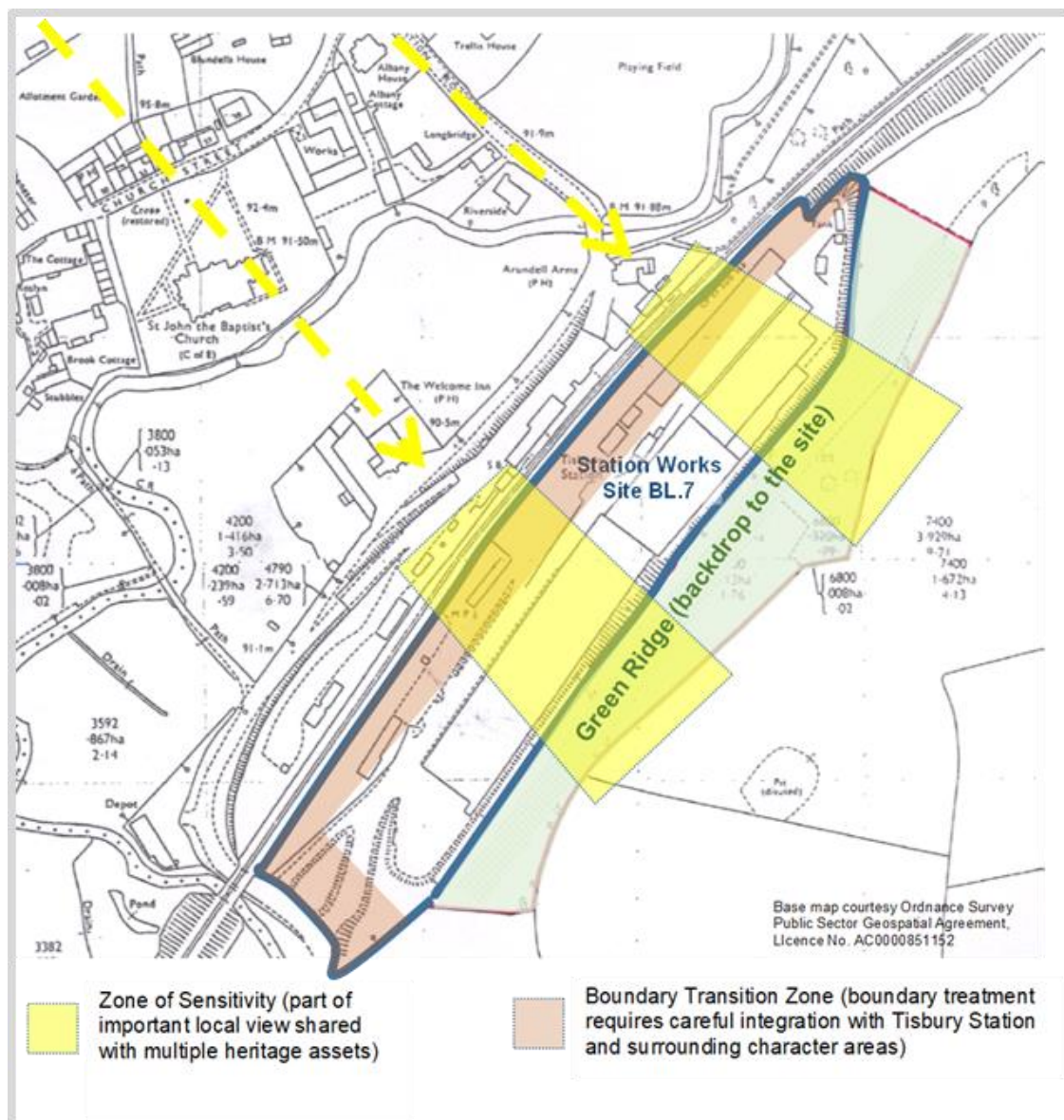
Through TisPlan, the community seeks to unlock the Station Works site in a way that recognises its strategic economic importance to Tisbury, overcomes its separation and integrates it positively with its setting and with Tisbury village, so that it can meet the village's need for both local employment and affordable homes over the longer term.

TisPlan's allocation policy for the site has four objectives:

1. to regenerate the site;
2. to include an element of commercial use that sustains the site's strategic employment role through more intensive use of land;
3. through comprehensive masterplanning, to integrate the site with the village and with any future railway enhancement, to overcome its specific challenges and ensure that the resulting development has community support; and
4. to include an element of residential use to make best use of the land, exploiting the opportunity to bring new Affordable Homes close to (and easily accessible from) Tisbury's village core in ways that enable them to contribute to the village's housing needs in perpetuity.

7.2. The Site

211. Station Works offers approximately 2.4 hectares of developable brownfield land, of which 0.4 hectares is needed by Network Rail to support future enhancement of the West of England railway.
212. Since the railway arrived in 1859, the site has been occupied by railway sidings, a small gasworks,¹⁸³ a coal yard and a variety of other commercial and light industrial uses, including the Southern Counties Agricultural Trading Society and (from 1901 to 2006), P J Parmiter; agricultural machinery makers who built a large factory on the site in 1976-7. In 1984 the company employed 140 people, a cornerstone of the local economy.
213. The site comprises large span industrial buildings, an office building and large areas of external space, giving it an open character that reflects its railway connections. Buildings



Map 19 Station Works – Site Allocation Plan

¹⁸³ Until 1921

are between one and two storeys, giving them a modest form that “*nestles relatively unobtrusively by the railway sidings, with little to be seen to hint at its true function*”.¹⁸⁴

214. In 2001 the site was sold to St. Modwen Homes and over the past quarter of a century no significant investment has taken place. Its land and buildings continue to be home to light industrial and commercial enterprises, but the site’s condition has gradually deteriorated to the point where regeneration is becoming the only option. On 14th June, 2023 a fire partially destroyed an office building on the site, affecting railway services. The site has always read as part of the railway rather than the village, but was incorporated within Tisbury village’s settlement boundary in 2021.¹⁸⁵
215. Despite its deteriorating condition, Station Works remains Tisbury’s largest commercial site. In November 2022 Tisbury Parish Council conducted an assessment of employment at the site and was given details of 25 full-time roles and 7 part-time roles, of which four were 80% full-time, leading to a conservative calculation of 29 full-time equivalent roles.¹⁸⁶
216. A primary objective of TisPlan is to unlock this important and prominent brownfield site so that it can be brought forward for comprehensive regeneration in a sustainable way that respects the community’s mandate. Of the 668 responses to TisPlan’s 2015 Survey, the overwhelming majority sought regeneration of the site, with 30% favouring its use for homes, 21% commercial space, 30% for parking and 22% for mixed development.
217. The site was identified as appropriate for taking forward by the Neighbourhood Plan Site Assessment¹⁸⁷, prepared by AECOM.

¹⁸⁴ A Tisbury History, Jill and Peter Drury, 1999, pages 106-107

¹⁸⁵ Wiltshire Council, Site Allocations Plan 2020, Appendix A

¹⁸⁶ Tisbury Parish Council, Employment Assessment of Station Works, 22nd November, 2022 reproduced in Planning Application PL/2021/09778, Statement of Case, Appendix C, page 39.

¹⁸⁷ Tisbury Neighbourhood Plan Site Assessment, 16th June 2017, AECOM, Section 4.1



Above: The Station Works site in the 1970s showing the new Parmiter factory under construction

Right: the site today.



Above: part of the Boundary Transition Zone needing sensitive treatment, showing the Station Works site to the right of the railway station on the left.

Figure 11 - Station Works Site - Pictures

7.3. Strategic Economic Importance

218. The Wiltshire Core Strategy seeks to strengthen communities by balancing delivery of housing and employment.¹⁸⁸ Core Policy 35 gives special protection to large employment sites over 0.25 ha in local service centres such as Tisbury, requiring that any loss is replaced with employment land of similar size elsewhere at that settlement.¹⁸⁹



Figure 12 - Station Works in 1985

The Station Works site in 1985, with the railway, station and South Western hotel to the left, and the Parmiter factory to the right, from a Parmiter Company brochure.

219. Station Works is of considerable strategic importance to Tisbury. The Cranborne Chase NL has no other large employment sites of its size. Wiltshire Council's Economic Development Team have concluded that the site is one of the few large sites for employment in the surrounding area,¹⁹⁰ echoing earlier assessments by Salisbury District Council ("SDC") pointing to the site's continued viability for commercial use, despite its poor condition. In 2007 a report to SDC's Cabinet concluded that its loss for employment would undermine Tisbury's ability to provide an appropriate balance of land uses.¹⁹¹
220. In 2019 TisPlan set out a strategy for comprehensive regeneration of the site involving a mix of small commercial units and homes, with the higher capital return on housing funding high quality commercial units that would help sustain local employment in the

¹⁸⁸ Wiltshire Core Strategy, paragraphs 1.2, 1.6 and 1.7. Core Policies 1 and 27

¹⁸⁹ Wiltshire Core Strategy, policy CP35

¹⁹⁰ Wiltshire Economic Development, Representation on Planning Application PL/2021/09778 7th January, 2022

¹⁹¹ Report to cabinet, Salisbury District Council "Review of Phase 2 Housing Allocations: Assessment of Marketing of Station Works Site Tisbury", 28th February, 2007. Officer Report, Planning Application S2002/1367

longer term. This strategy attracted overwhelming community support at referendum, in November 2019.

221. The strategy of cross-subsidy follows the approach recommended by Salisbury District Council's Economic Development team as far back as 2003, that any residential development should cross-subsidise new business units.¹⁹² Its model is exemplified by the high quality units developed on Tisbury's Wyndham Estate in 2011-2015. Section 10.3 of this Plan dealing with small business growth provides evidence of continued healthy business demand for commercial space in Tisbury.
222. Provision of small, but versatile commercial units similar to those at the Wyndham Estate serving modern business needs could achieve a greater density of employment, making better use of land. The availability of versatile, high quality commercial units will also increase the resilience and diversity of the local employment offer, reduce out-commuting and bring indirect benefit to the local economy.
223. Commercial use of the site must be sensitive to its rural location and avoid dependence on heavy goods vehicles in view of their adverse impact on the surrounding local roads, a concern also expressed by the neighbouring parishes of Ansty and Swallowcliffe.
224. Schemes must be phased to bring forward commercial units and affordable housing during the early stages, ensuring that development is sustainable and that the supply of homes is matched with that of local jobs.

7.4. Site Specific Challenges

225. TisPlan recognises that regeneration of Station Works is a challenging proposition. Despite its potential there are a number of site-specific challenges that require careful management and are dealt with in this section. These include:
 - its long, narrow shape (400 metres x 60 metres) and steep slopes on its SE and NE sides;
 - decontamination of land occupied by the former gas works should it be used for homes;
 - noise created by the adjacent railway, including frequent public announcements;
 - "hard" boundaries on three sides with vehicle access restricted to the south-western end;
 - the site's isolation on the 'far' side of the railway from Tisbury village, with pedestrian access either via a footpath level crossing or paths that regularly flood;
 - the site's prominent position in the NL and in Character Area 9 alongside the railway station, a non-designated heritage asset, and overlooking the River Nadder floodplain on the opposite side of the Nadder valley from Tisbury village;
 - the site's strategic employment value;
 - the presence of three Special Areas of Conservation 1.6 km, 2.4 km and 4.7 km distant;
 - an important public right of way into the NL (FP16) that passes through the site; and
 - the need to prepare for enhancement of the railway and provision of an additional platform.

7.5. National Landscape and Heritage Significance

226. The site's high visibility, from passing trains, from the railway station and from the Nadder floodplain make it especially important that development conserves the exceptional environmental quality of the NL and supports the objectives of the NL's

¹⁹² Officer Report, Planning Application S2003/2547

Partnership Board,¹⁹³ preserving key features that unify the landscape and contribute to a sense of place. Many of the NL's priorities set out in preceding sections of this Plan are particularly relevant to the Station Works site:

- use of building materials that are consistent with the local area;
- preserving the rural character of the nearby lanes;
- preserving the NL's status as one of only 17 international dark sky reserves;
- safeguarding Tisbury's modest character and structure; and
- growing sustainable railway travel and its associated parking needs.¹⁹⁴

227. Development must respond to Tisbury's character and historic setting, including that of the Grade 1 12th Century Church of St. John the Baptist.¹⁹⁵ Important Local Views connect the village to the green ridge behind the site¹⁹⁶ ("Chantry Hill") as identified by the 'Zones of Sensitivity' shown on the Site Allocation Plan.

228. Figures 13, 14 and 15 below and overleaf show the site's relationship to the setting of the Church and the wider NL.



Figure 13 - Station Works Setting - View East from Mount Pleasant

This view shows the Church of St. John the Baptist, with the Nadder floodplain to its right and the Station Works site behind beyond. It shows the elevation of the Station Works site with the two storey houses lying in front of the Church being significantly lower than the two storey buildings on the site.

¹⁹³ Cranborne Chase Partnership Plan 2019-2024, paragraph 2.1, Cranborne Chase And West Wiltshire Downs NL, "Integrated Landscape Character Assessment", June 2003, page 199

¹⁹⁴ Cranborne Chase Partnership Plan 2019-2014, page 37 and Appendix 33.

¹⁹⁵ Heritage Statement, dated October 2020 by Forum Heritage Services, paragraph 5.8

¹⁹⁶ Heritage Statement dated October 2020 by Forum Heritage Services, paragraph 6..7 and Tisbury Conservation Area Appraisal and Management Plan, 2009

Figure 14 - Station Works Setting - View south-east from Weaveland Farm
This view follows the line of Oddford Vale, showing the site, framed by Chantry Hill and the chalk landscape of the NL beyond.



Figure 15 - Station Works Setting - Important Local View 14
This Important Local View from Vicarage Road shows the tower of St. John the Baptist Church framed by the Station Works site and Chantry Hill behind.

229. Both the site and railway station lie in Character Area 9, part of which falls within the Tisbury Conservation Area. Sensitive design must maintain the cohesion of this area and the sense of modesty and intimacy noted in the Conservation Area Appraisal.¹⁹⁷

230. The railway station is an important non-designated heritage asset and the Conservation Area Appraisal identifies it as “the defining element” of the Character Area.¹⁹⁸ A recent Heritage Statement¹⁹⁹ concludes that development will need to carefully consider the setting of the trio of Victorian buildings shown in Figure 18, which are all associated with the arrival of the railway and whose sensitivity is “related to their sense of being at the ‘edge’ of the village and having a verdant and green backdrop (of the ridgeline). Development will need to have regard to this setting in terms of layout, form, scale and in particular height.”



Figure 16 - Station Works in 1961

A picture looking east from in 1961 shows the site’s low profile and close connection with the railway.



Figure 17 - The Railway Station and Station Works

A recent picture looking east with the station on the left and the Station Works site on the right shows the interdependency between the two.

¹⁹⁷ Conservation Area Appraisal and Management Plan 2009, page 20

¹⁹⁸ Conservation Area Appraisal and Management Plan 2009, page 14

¹⁹⁹ Heritage Statement, dated October 2020 by Forum Heritage Services, Planning Application PL/2021/09778 paragraphs 5.9, 6.17, 6.18



Figure 18 - Historic Railway Buildings

The three Victorian buildings on the south side of the Nadder floodplain, opposite Tisbury and alongside the railway line, which have remained largely unaltered since the mid-1850s and share the common heritage of the railway. In numerical order the Station and Station Master's House, the South Western Hotel and Bridge House (formerly the Arundell Arms Hotel).

231. An important design criterion is therefore that development at Station Works reflects and celebrates the station and its buildings.
232. The Conservation Area Appraisal points to the interdependency between the setting of the Railway Station and the Square, which was built around the same time as the railway station and the former brewery.²⁰⁰ The land lying alongside the Station affords views of the village, including the riverside setting of the church and brewery.²⁰¹
233. The site's Heritage Statement²⁰² points to two important long-distance view corridors across from Tisbury village, taking in a number of heritage assets including the Church of St. John the Baptist through the site to the "green backdrop" behind. It notes the importance of securing the wider ridge backdrop to these heritage assets by avoiding large scale development within these "Zones of Sensitivity", shown on Map 19.

²⁰⁰ Tisbury Conservation Area Appraisal and Management Plan, page 11

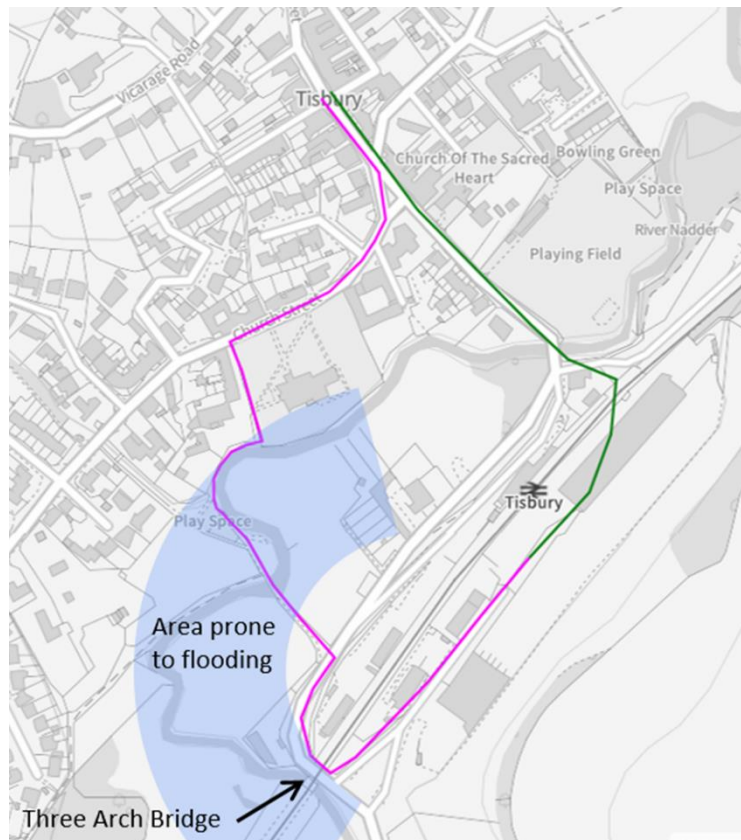
²⁰¹ Tisbury Conservation Area Appraisal and Management Plan, page 14

²⁰² Heritage Statement, by Forum Heritage Services, Planning Application PL/2021/09778 Paragraph 6.16 and Appendix E

7.6. Direct Pedestrian and Cycle Access

234. A pre-requisite for development of homes at the Station Works site (though not of commercial space) is the provision of a new crossing of the railway that provides a direct pedestrian and cycle route connecting the site at its north-eastern end to the village of Tisbury. An indicative route for this connection is shown in green on Map 20.

235. Though the site's north-easterly point lies only 270 metres from the village Post Office as the crow flies, the hard boundary created by the railway means that without a direct connection a journey from that point into Tisbury village would involve a round trip of 1.9 Km along an indirect route liable to regular and significant flooding²⁰³. This in turn would render the site



Map 20 Station Works - Pedestrian Access Routes

Purple – existing indirect route to Tisbury village.
Green – indicative direct route.

isolated from Tisbury, as occurred most recently in October 2021, January 2023 and November, 2023 as shown in Figure 19 below.²⁰⁴ The indirect route, shown in purple on Map 20, runs under the railway at the Three Arch Bridge (a point that is inundated at times of flooding), and then along roads without pavements, where pavements are narrow, or along un-made footpaths over the floodplain, where street lighting is not provided and levels of natural surveillance are poor.

²⁰³ Table of walking distances, calculated using Google Maps and reproduced at page 42 to Appendix A, Statement of Case, Tisbury Parish Council, Planning Application PL/2021/09778.

²⁰⁴ Flooding of River Nadder on 20th/21st October, 2021, 16th January, 2023 and 2nd November, 2023.



Figure 19 - Flooding of Indirect Pedestrian Route

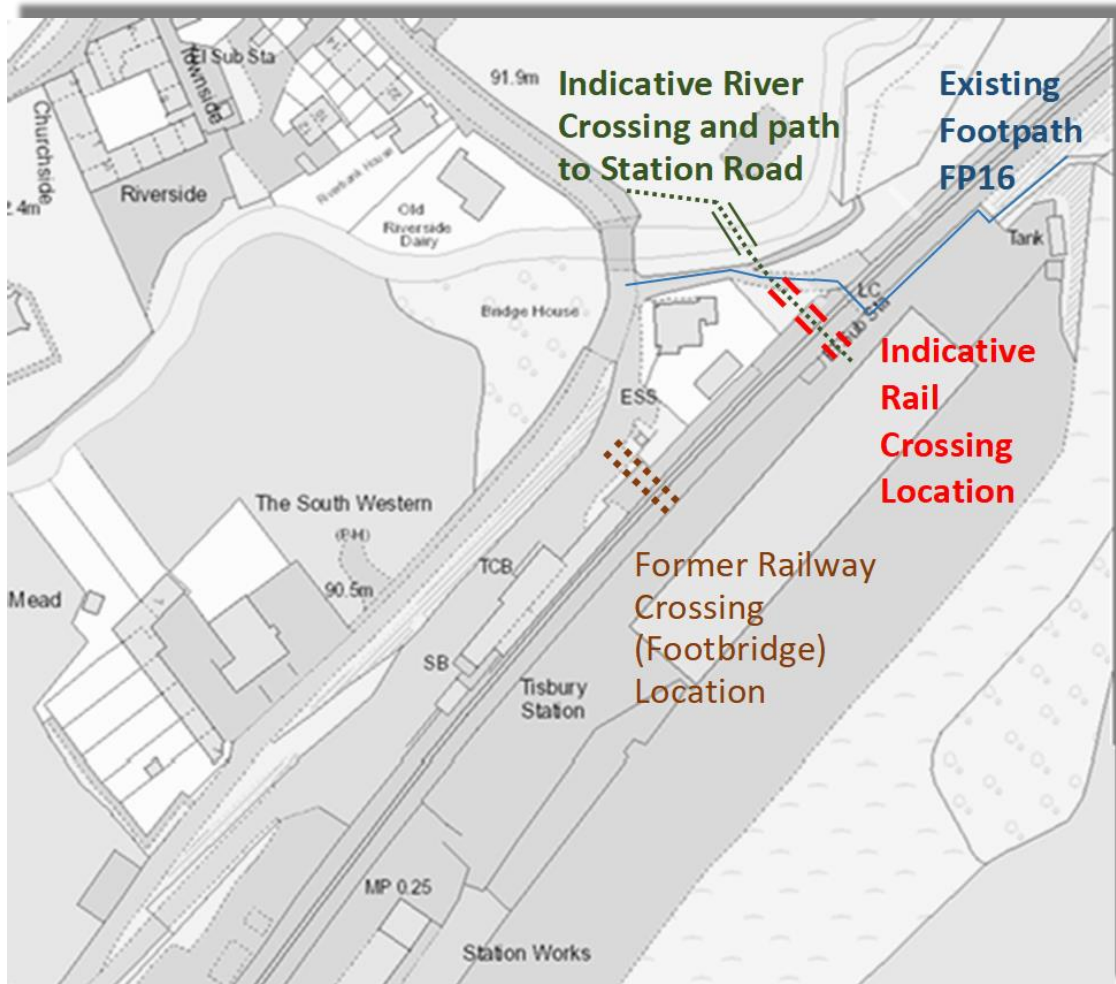
The floodplain between the railway and the village in the early 20th century and 21st October 2021 (top), in 2003 (middle) and on 16th January, 2023 and 2nd November, 2023 (bottom)

236. The community's strong desire is that the site is not used for housing until a direct connection is in place. Of those responding to the Stage 1 Community Engagement on the current TisPlan renewal, only 24% considered that the site should be redeveloped without direct access to Tisbury village²⁰⁵ and of 260 representations to a recent planning application, 83% objected to an indirect-only pedestrian access scheme that relied on the indirect route.²⁰⁶

²⁰⁵ TisPlan Renewal, Stage 1 Community Engagement Report, page 22

²⁰⁶ Planning Application PL/2021/09778, Report on Community Representations, Tisbury Parish Council, page 9

237. TisPlan’s allocation policy is also informed by the views of AECOM,²⁰⁷ Wiltshire Council²⁰⁸ and the Plan’s Strategic Environmental Assessment,²⁰⁹ all of which were based on the assumption that a direct pedestrian and cycle link will be required to make the site sustainable in planning terms and to encourage active modes of travel.
238. Map 21 shows an indicative location for a direct railway crossing (in red) at a flood-free location, close to the former pedestrian crossing that was removed in 1967 (in brown).



Map 21 Indicative Crossing Locations

Brown – location of former railway footbridge
 Red and Green – indicative railway and river crossing locations
 Blue – current route of Footpath FP16

239. A new crossing must exploit the site’s location close to Tisbury village and station, promoting to the maximum extent possible the use of active modes of travel. In particular it must:

²⁰⁷ Tisbury & West Tisbury Neighbourhood Plan Site Assessment, July 2017, Paragraph 4.1.3 and Table ES1 with Appendix [A] Site 1, Tables 2.1 and 4.1
²⁰⁸ Wiltshire Council, Regulation 16 response to the Tisbury and West Tisbury Neighbourhood Plan, April 2019
²⁰⁹ Strategic Environmental Assessment for the Tisbury and West Tisbury Neighbourhood Plan, AECOM January 2019, paragraphs 5.4 and 5.9

- provide step-free access;
- support the needs of future residents, railway passengers and users of footpath FP16;
- promote permeability for pedestrians and cyclists travelling to and from the site; and
- take account of the elevation of the railway, which runs on an embankment overlooking the Nadder floodplain and avoid the intrusion into the site's setting and the NL that a dominant crossing structure could create.

240. Following discussion with Network Rail and Wiltshire Council²¹⁰ an underpass similar in style to that shown in Figure 20 is considered to be the only option that meets the above criteria. The Qualifying Body has considered costings for an underpass of the type

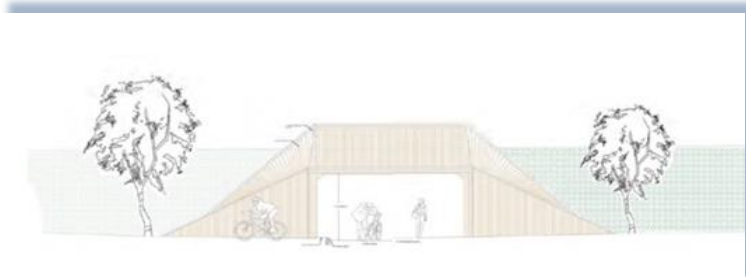


Figure 20 - Indicative Underpass Design with Wide Visibility Splays

shown, using data from a larger project, whose estimated cost (including 66% Network Rail optimism bias and 20% contingency) was £2.6 million. This is considered to represent a prudent approach to forecasting.²¹¹

241. A 3 metre wide pedestrian and cycle crossing over the River Nadder is also required as the existing Grade I river bridge (the Poole Bridge) cannot support a pavement. An indicative location for this crossing is shown in green on Map 21. A short raised path would be required to connect the crossing with Station Road. The northern side of this crossing and the land over which the path would run is owned by Tisbury Parish Council. The Qualifying Body has received an indicative quotation of £60,000 for the bridge including footings, which is considered realistic.²¹²

7.7. Flood Risk and Isolation

242. Without provision of direct pedestrian and cycle access the Station Works site would rely on a single indirect pedestrian route, as set out above, running through the Zone 3b Nadder flood plain to access Tisbury village and the railway station. It would therefore become isolated from Tisbury during flood events, often for prolonged periods, as shown in Figure 19 above on 21st October 2021, 16th January 2023 and 2nd November, 2023.

243. Future residents could exit the site by turning south, away from Tisbury, but this would be of limited benefit because this route leads to open country. It would not overcome the isolation of site. It is therefore vital that the pedestrian and cycle route between the site and Tisbury village is flood-free by design.

244. The Parish Councils consider that this barrier can be overcome through the provision of a direct pedestrian and cycle route, as set out above, which would operate at all times.

245. Development proposals should support this objective by demonstrating that they will deliver a flood-free pedestrian and cycle route to Tisbury village, which does not rely on

²¹⁰ Minutes of meetings with Network Rail Wessex and Wiltshire Council, October 2022 to January 2023

²¹¹ Princes Risborough Wades Park Underpass Feasibility Study & Preliminary Design, September 2017

²¹² Indicative Quotation, Beaver Bridges, 13th September, 2023

mechanical or human operation, and which will not unacceptably impede water flows, increase flood risk elsewhere, or result a net loss of floodplain storage.

7.8. Footpath FP16

246. An important public right of way into the NL from the Railway Station (FP16) currently crosses the railway tracks by means of a pedestrian level crossing (the “Chantry Crossing”) north-east of the railway station, passing through the site’s north-eastern end, and continuing to ascend Chantry Hill towards the open country of the NL.
247. The section of this Plan headed Public Rights of Way shows the public right of way network within the NL around Tisbury and the place of footpath FP16 in it. FP16 is the only “green” route connecting Tisbury village to the countryside of the NL towards the south and the “Castle Ditches” Iron Age hill fort at Withyslade, a local landscape feature. The footpath affords a panoramic view of the Nadder Valley from the top of Chantry Hill and forms a setting off point from the railway station for walkers wishing to enjoy the NL.
248. The existing Chantry Crossing, lying at a bend in the railway, is not suitable for more than occasional, recreational use and Network Rail seeks closure of this crossing in due course.²¹³ Development should ensure that the Station Works site connects directly to Footpath FP16 enabling residents to make use of it.

7.9. Primary Healthcare

249. Allocation of the site for new homes can be expected to increase Tisbury’s population by 5%. However, evidence presented elsewhere in this Plan indicates that Tisbury’s existing GP surgery is at capacity. This constraint is referred to in the emerging Wiltshire Local Plan, which indicates that development in the Plan area may need to be weighted towards the end of the Plan period in 2038, to allow additional primary care services to be delivered.²¹⁴
250. Development must therefore be phased in accordance with a plan agreed with the Integrated Care Board to ensure that occupation of new residential accommodation is aligned with any planned increase in the capacity of local primary healthcare provision.

7.10. Railway Integration

251. Up to the 1960s the West of England line between London, Salisbury and Exeter enjoyed significant use, but following its transfer to British Rail’s Western Region the line was considered non-strategic and was converted from dual to single track in 1967, when the second (Westbound) platform and the original pedestrian crossing at Tisbury station were removed.
252. Use of the West of England Line doubled between 1998 and 2018. In 2020, Network Rail’s West of England Line Study concluded that significant problems of performance and over-crowding urgently required additional capacity between Yeovil and Salisbury.

²¹³ Planning Application PL/2021/09778 Statement of Community Involvement, Appendix A, Notes of Meeting with Network Rail 26th April, 2021, paragraph 4.

²¹⁴ Emerging Wiltshire Local Plan 2023-2038, Rural Housing Requirements, page 98

253. The Study prioritised enhancement of the line at Tisbury as the first of three phases of work under the Rail National Enhancement Programme (RNEP). The programme now comes under the supervision of the Western Gateway Sub-national Transport Body, which commissioned a Strategic Outline Business Case that is currently being prepared.
254. The entire rail enhancement strategy depends upon its first phase, namely dualling of the railway at Tisbury Station, along with reinstatement of its second (Westbound) platform and pedestrian railway crossing. This first phase of the strategy is strongly supported by Network Rail in view of the reduction in overcrowding and a 33% improvement in train frequency which enhancement at Tisbury will deliver.²¹⁵
255. Representatives of the Qualifying Body, Network Rail and Wiltshire Council attended a series of meetings in 2022 to consider the role of rail enhancement in shaping the site's future. In addition, the current landowner has indicated its willingness to provide approximately 0.4 hectares of land on the south side of the railway to support the railway project.²¹⁶ To support the plan-making process, Network Rail has approved a draft Statement of Common Ground for consideration by all parties – the landowner, Wiltshire Council and the community.
256. The emerging Local Plan confirms Wiltshire Council's intention to work with the Department for Transport, Network Rail and other agencies, to support the opening and improvement of local rail stations and, where appropriate, provision of financial support to local initiatives.²¹⁷
257. The community's view is that the design and layout of the site must be integral with the design and layout of the enhanced station so that the developed site is "railway enhancement ready" and capable of supporting the future construction and operating requirements of the expanded station.

7.11. *Parking*

As set out in Section 0 (

²¹⁵ Network Rail, West of England Line Study, 2020, table 14

²¹⁶ Planning Application PL/2021/09778, Planning Statement, paragraph 3.10

²¹⁷ Wiltshire Local Plan Pre-submission Draft 2023, paragraph 5.52

258. SUSTAINABLE TRANSPORT) below, redevelopment in the vicinity of the railway station offers the last significant opportunity to provide additional parking close to both the railway station and Tisbury's high street that can support their future needs arising from:
- railway enhancement;
 - increase in visitor numbers; and
 - the cumulative impact of development.
259. In addition, the NL's Partnership Plan and Position Statement on Parking give a high level of priority to provision of affordable parking within the vicinity of Tisbury Station, to improve levels of sustainable travel, grow sustainable use of the NL and avoid *"the clutter, confusion and character erosion of roadside and verge parking"* in Tisbury.²¹⁸
260. Given the size of the Station Works site, the masterplanning process should ensure that:
- an objective assessment is made of the need for new parking to support the above objectives;
 - the assessment specifically takes into account provision of affordable long-stay and free short-stay parking; and
 - development proposals for the Station Works site help to address any forecast need for additional parking close to the railway station and high street either through provision of parking or safeguarding of land to support its introduction.

7.12. *Boundary Treatment*

261. The area marked "Boundary Transition Zone" on the Site Allocation Plan is particularly sensitive.
262. The boundary along the railway is visible at close hand by railway passengers and its treatment must respond to the site's location in the immediate setting of Tisbury Station using landmarks, materials and layouts that complement the character of the Station opposite. Boundaries should employ active frontages with strong levels of intervisibility that offer multiple views through the site and to its Green Backdrop beyond (Chantry Hill), emphasising the site's connection both to the railway and Tisbury village.
263. The site's heavily screened south-western end borders open countryside in the NL to the south of the railway line. Wiltshire Council's officers have noted that the railway line at this point, *"forms a clear visual break between the character of the Settlement of Tisbury and the open countryside"*.²¹⁹ The boundary in this area (including associated public realm works) must avoid urbanising elements that would disrupt this setting or intrude into the rural character of the NL.

7.13. *Railway Noise*

264. It is essential that development takes account of both current and future levels of noise and vibration from the railway line and station announcement noise, to ensure that it offers residents an acceptable quality of life and that there are no significant adverse impacts on health.

²¹⁸ Cranborne Chase NL Position Statement 7 - Parking, page 4.

²¹⁹ Officer Report, Planning Application S/2002/1367, reason for refusal 7

265. Noise samples taken in June 2020 for the landowner show noise 15 metres from the railway currently peaks at between 80 and 100 dB(A), with sustained maximum recorded levels (LAFmax) dropping below 60 Db(A) only between the hours of midnight and 4am²²⁰. A Noise Impact Assessment recommended a series of mitigating measures, but indicated that were the site to be used entirely for homes, residents close to the railway might not be able to open their windows at night.²²¹
266. In addition to mitigating current levels of noise, designs and layouts should anticipate increased levels of railway noise and vibration following railway enhancement, arising from four factors:
- increase in passenger train frequency of 33%;
 - greater capacity for freight use of the line out of peak hours;
 - new non-stopping services which would involve greater noise levels than existing services, almost all of which stop at Tisbury Station; and
 - departure of trains on both up and down platforms at the same time.
267. Achieving a “Quiet by Design” development will require collaboration with Network Rail and can be expected to affect the site’s layout, the arrangement of space between commercial and residential uses and the provision of open space and landscaping, affecting the overall density of development.
268. Given the site’s rural location, application of World Health Organisation²²² targets, as set out in the Noise Impact Assessment are considered to be appropriate. These state that bedrooms should have a design range noise level of no more than 30 LAeq,T dB at night (with levels exceeding 45dB LAm_{max} no more than 15 times each night) and that gardens and balconies should have a noise level no more than 50 LAeq,T at any time. Achievement of acceptable standards should not require residents to close their bedroom windows at night.

7.14. *High Quality Design*

269. Development is expected to demonstrate high standards of layout and design, making optimal use of the site’s unique characteristics and responding to its contours in a way that successfully integrates it into the settlement as set out in this section.

²²⁰ Noise Impact Assessment, Venta Acoustics, July 2020, Planning Application PL/2021/09778, page 24

²²¹ Noise Impact Assessment, Venta Acoustics, July 2020, paragraphs 7.2 and 8.4.3

²²² Noise Impact Assessment, Venta Acoustics, 16th July, 2020, paragraph 2.4

270. It is important that Commercial units are designed with versatility in mind, for example by offering scope for occupiers to install mezzanine floors and to link adjacent units together.



Figure 21 - Commercial Units by C. G. Fry on the Wyndham Estate

Units at Wyndhams benefit from an innovative design that allows insertion of a mezzanine floor where required, whilst keeping building profiles low and in sympathy with nearby homes through the use of low roof gradients and hip roofs.

271. TisPlan's Qualifying Body has considered and supports recommendations made by Wiltshire Council's Senior Urban Design Officer,²²³ which established a set of criteria showing how innovative design can be used to overcome the site's challenges. Of these criteria, it is especially important that development meets the following requirements, which are considered essential to the achievement of a beautiful and sustainable place:
- publicly accessible landscape strip along the railway perimeter, with active frontages offering a high degree of intervisibility, punctuated with landscaped corridors connecting with Chantry Hill behind;
 - buildings no more than 2 storeys and with a variety of rooflines, not exceeding the height of the station buildings to avoid dominating their surroundings;
 - a primary vehicle route into the site that moves through a series of distinctive spaces with landmark buildings at focal points;
 - an access road following the guidelines set in Building for Life²²⁴ and the National Design Guide that does not create a 'cul-de-sac' or requires vehicles to reverse to exit the site;
 - layout maximising views to and from the Grade 1 church tower, railway station, and other heritage assets;
 - variety of building forms and roof lines to reduce apparent scale and mass; and
 - front gardens, where provided, contained rather than open plan to respect local context.

7.15. *Masterplanning*

272. In allocating the Station Works site, TisPlan recognises that it is bringing forward a complex site that is strategic to Tisbury and whose multiple challenges require a coherent approach that meets the expectations of the key stakeholders (Network Rail, Wiltshire Council, the NL, landowner and the community through its two parish councils).
273. Reconciling the site's various issues in a coherent way is best achieved through a process of comprehensive masterplanning, as envisaged by Wiltshire Core Policy 2 for strategic Wiltshire sites, in which stakeholders should be continuously engaged.
274. Masterplanning, in this context is regarded as an iterative process involving the continual rebalancing of various, interdependent elements of a complex project, until an outcome has been achieved which is deliverable, viable and meets the objectives of the various stakeholders.
275. Community support for masterplanning is particularly strong because of the success in designing the Wyndham Estate of 90 homes at the other side of the village, which involved the production jointly by Salisbury District Council and the then landowner of a comprehensive Development Brief. The Brief was then adopted as a supplementary planning document and determined the subsequent build-out of the site²²⁵.
276. Wiltshire's Core Strategy offers support to neighbourhood plans that seek to regenerate existing employment sites through masterplanning. Existing employment sites allocated for regeneration through community-led plans are not subject to the restrictions

²²³ Guidance Letter from Wiltshire Senior Urban Design Officer dated 23rd November, 2021

²²⁴ Building for a Healthy Life - A Design Code for Neighbourhoods, Streets, Homes, and Public Spaces (Homes England June 2020)

²²⁵ Development Brief Hindon Lane, Tisbury, Salisbury District Council, December 2006

protecting employment sites set out in Core Policy 35²²⁶ and masterplans developed “*in partnership between the local community, local planning authority and the developer*” are regarded as appropriate in such situations.”²²⁷

277. The site is therefore allocated on the basis that masterplanning, as set out in this Plan, is performed.
278. This approach was recognised by Wiltshire Council in its response to the Regulation 16 consultation on TisPlan in 2019²²⁸, and by the Plan’s Independent Examiner, who inserted a provision into TisPlan that “*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.*”²²⁹
279. For its part Network Rail also seeks to have input into the detailed design to ensure good pedestrian connections, vehicular access, maintenance access and the potential provision of car parking.²³⁰
280. Development that is not masterplanned or integrated with the railway enhancement, would create a built form that would not respond to the station improvements or future pedestrian desire lines, giving rise to an estate that would be permanently misaligned with its future surroundings.
281. This would lead to conflict with National Planning Policy Framework²³¹ and the National Design Guide, which state that developments should be accessible, integrated into their surroundings, designed with future transport infrastructure in mind, and provide high standards of amenity both for the present and the future.

7.16. *Out-commuting and Air Quality*

282. The Housing and Transport sections of TisPlan deal with the priority set by Wiltshire’s Core Strategy to reduce levels of out-commuting and paragraph 205 above concluded that a development of 50 homes, without offering local employment, would result in an additional 358,000 kilometres driven by cars or vans each year, 70% more than for a similar development located in a principal settlement, generating 46 tonnes of CO² annually from out-commuting alone.
283. It is vital that regeneration of the Station Works site incorporates innovative measures to minimise levels of car-borne commuting through provision of affordable homes balanced with on-site employment that is well-matched to the needs of the local community, and through other measures such as provision of live-work units that will avoid long commuting journeys. Tisbury is a vibrant community with a strong local high street, meaning that any indirect economic benefit brought by commuter-led

²²⁶ Wiltshire Core Strategy, paragraphs 6.17 and 6.20

²²⁷ Wiltshire Core Strategy, Core Policy 2 and paragraph 6.20.

²²⁸ Wiltshire Council, Regulation 16 response to the Tisbury and West Tisbury Neighbourhood Plan, April 2019

²²⁹ Report of the Independent Examiner to Wiltshire Council on the Tisbury and West Tisbury Neighbourhood Plan, 10th September 2019, Recommendation 37.

²³⁰ Letter from Network Rail 27th May, 2021 reproduced in Planning Application PL/2021/09778 Statement of Community Involvement, Appendix B.

²³¹ National Planning Policy Framework 2021 Edition paragraphs 93, 104, 110, 126 and 132

development would be insignificant compared with the substantial environmental harm that out-commuting would cause.

7.17. *Density of Development*

284. Residential density should take account of the site's setting by:

- responding to prevailing densities and building heights within Tisbury village so that the density and form of development is appropriate for the site's prominent location overlooking the Nadder floodplain at the transition between the village and NL;
- responding to the site's location opposite the railway station;
- ensuring a high quality of life for residents by providing open space; and
- supporting the agreed split between commercial and residential use.

285. As set out above, the National Model Design Code indicates that neighbourhood design codes may set out ranges of density and Map 15, repeated from the Character Area Statement shows net densities in a number of existing Character Areas on the village fringe, following an established methodology.^{232 233}

286. The net density inside Tisbury's settlement boundary is 18.3 dwellings per hectare and the density of the three character areas to the south of Tisbury village is lower. On the other side of the village, the 3.3 hectare residential zone of the Wyndham Estate, developed by C. G Fry between 2011 and 2016, has a net density of 27 dwellings per hectare.

287. However, as noted above, the Wyndham Estate is perceived locally as lacking space. In particular it provides low levels of public space, which is mitigated only by its close proximity to King George's Field and recreation land on Weaveland Road.²³⁴

288. Whilst the National Design Guide indicates that abrupt changes in density can be supported where a new identity is created, the Station Works site is wholly dependent on Tisbury village and a key objective of TisPlan is to re-integrate it into the village and the area around the railway station. It is essential therefore that it takes its identity from Tisbury village and reflects prevailing densities, materials and building styles.²³⁵

289. Provision of a direct pedestrian and cycle route to Tisbury village means that the northern half of the site will be between 100 and 200 metres walking distance from Tisbury Recreation Ground. In these circumstances TisPlan would support a **lower provision of public open and recreation space** than would otherwise be required under the Wiltshire Core Strategy.

290. This in turn would enable the site to support a net density in the range 25-30 dwellings per hectare in its residential area. Exceptional design could overcome these challenges and generate community support for higher levels of density, delivering a development that responded positively to the site's setting, while offering an excellent quality of life for residents.

²³² Delivering Quality Places, Urban Design Compendium 2, Second Edition, Homes and Communities Agency. Section 2.4.3 ("Measuring Density")

²³³ National Model Design Code, June 2021, Part II, paragraph 94

²³⁴ Nadder Community Land Trust, Report on Stage 1 Community Engagement, October 2021. In a recent survey of 238 residents conducted by the Nadder Community Land Trust 211 comments were made on matters of design, of which 45% stressed the importance of maintaining consistency with the look and feel of the Tisbury village. Of these 33 residents specifically remarked on the Wyndham Estate as an exemplar for future development

²³⁵ National Model Design Guide, January 2021, paragraph 59

291. Examples of developments that might meet these standards include:
- schemes principally delivering starter homes for local people; or
 - schemes of small sheltered, extra care and courtyard homes for older people that are capable of achieving higher housing densities.
292. The exact split of development between commercial units and dwellings, and the number of dwellings provided should be an output of the masterplanning process, subject to the requirements set out in this allocation policy. Nevertheless, Wiltshire Council has advised that for the purposes of its strategic environmental assessment, TisPlan must make a clear statement as to the number of homes that the site will support, on which the environmental assessment is based. For this purpose, the number of dwellings allocated to the Station Works site is 68.

7.18. *Viability Testing*

293. Planning Practice Guidance indicates that viability assessment should be performed at plan-making stage, and that detailed assessment may be necessary for certain key sites on which delivery of a plan relies.²³⁶
294. Given the strategic importance of the Station Works site to Tisbury, TisPlan's Qualifying Body commissioned a scoping viability assessment from Bailey Venning Associates, who reviewed the development potential of the land at Station Works, based on the process for viability assessment established by planning practice guidance.
295. Where appropriate, the assessment makes use of calculations contained in reports on viability²³⁷ and build cost²³⁸ submitted to Wiltshire Council on behalf of the Valuation Office Agency,²³⁹ which were agreed with the landowner in 2023.
296. The scoping viability assessment conducted 34 viability tests to examine the viability of schemes incorporating differing ratios of affordable housing and commercial space.
297. All 34 scenarios included provision of £800,000 towards bio-remediation of the site. They all take account of the cost of nutrient neutrality and the safeguarding of 0.4 hectares of land to support railway enhancement. They assume that the railway crossing is supported through public funds, allowing for highway-related developer costs of up to £775,000.²⁴⁰
298. The assessment demonstrates that a range of schemes delivering homes and commercial space can be viably delivered. However, the high cost of decontaminating the site of £800,000 means that, while many options could deliver both commercial employment uses and homes offering a good quality of life for residents on the site, additional public subsidy would be required to ensure that the proportion of affordable homes delivered reaches the emerging Wiltshire Council standard of 40%.

²³⁶ PPG Viability, paragraphs 10-002-20190509, 10-003-20180724 and 10-005-20180724

²³⁷ Viability Review Report, 19th December, 2022, DVS on behalf of the Valuation Office Agency

²³⁸ "Review of Estimated Construction Costs, 10th June, 2022, Gardner & Theobald

²³⁹ Note – both reports contain commercially confidential material and have not therefore been placed in the public domain, but have been shared with Tisbury Parish Council by Wiltshire Council.

²⁴⁰ Scoping Opinion on Viability, Bailey Venning Associates, March 2023, paragraph 4.25

299. Development proposals should seek to maintain the highest possible ratio of affordable homes without compromising other objectives, where possible taking advantage of additional sources of subsidy for affordable schemes through public funding and partnerships with community land trusts.
300. Whilst the railway crossing would be delivered by Network Rail as part of the Rail National Enhancement Programme, Tisbury Parish Council has sought to bring delivery of the crossing forward, and therefore unlock the site earlier during the Plan's term. To this end it has applied to Wiltshire Council for public infrastructure funding of the crossing through Wiltshire's Strategic Infrastructure Fund, on the basis of commercial terms negotiated through the Statement of Common Ground and secured through the Section 106 process²⁴¹. This application is currently being considered by Wiltshire Council.
301. To boost further the provision of affordable homes, the use of the powers conferred on Wiltshire Council by the CIL regulations to set a lower area-based CIL contribution for Character Area 9 is encouraged, as are arrangements to re-use CIL contributions to fund on-site provision of affordable homes at the Station Works site.

7.19. Allocation for Major Development

302. National planning policy defines a "major development" within an NL as one that is regarded as significant, *"taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined."*²⁴² Major developments are allowed in exceptional circumstances where they are demonstrably in the public interest.
303. In preparing TisPlan, the Qualifying Body reviewed a schedule of past planning appeal decisions²⁴³ to understand whether, for Plan-making purposes, TisPlan should address the question of whether the site allocation would result in "major development". This assessment is made below:
- Nature – allocation involves comprehensive redevelopment of a commercial site of over 2 hectares, provision of new infrastructure in the form of a railway crossing and integration with the enhancement of Tisbury Railway Station;
 - Scale – allocation supports developments that would increase Tisbury's population by approximately 5%; and
 - Setting – development of the site requires masterplanning to ensure it is integral to the railway enhancement and that, among other things, it will not have significant adverse impacts due to the site's prominence, proximity to the railway station and relationship to the setting of Tisbury village.
304. TisPlan therefore anticipates that comprehensive redevelopment of the site in accordance with its site allocation will result in "major development" within the NL in accordance with national planning policy. However, the Parish Councils consider that regeneration of the Station Works site in accordance with this allocation will respond to the site's exceptional circumstances in a way that is demonstrably in the public interest.

²⁴¹ The Section 106 process binds Wiltshire Council and the developer of a site to deliver commitments that are regarded as essential to that site's development through a legal agreement, reached in order to achieve planning consent.

²⁴² National Planning Policy Framework, paragraphs 176, 177 and Note 60

²⁴³ Included in the TisPlan evidence base

POLICY HS4: SITE ALLOCATION – STATION WORKS

A) PRINCIPLE

1. The site of Station Works, as identified on the Site Allocation Plan, is allocated for **comprehensive regeneration**, to include:
 - a) affordable homes;
 - b) at least 1,000 square metres (gross internal area) of high quality, versatile, commercial space in the form of commercial units of between 50 and 100 square metres, each with appropriate parking for staff and visitors, for uses within Use Class B2, B8 and E(c) to E(g) inclusive and /or for sui generis sale or display for sale of motor vehicles, taxi businesses and business for the hire of motor vehicles under paragraph 3(6)e and 3(6)(f) of the Town and Country Planning (Use Classes) Order 1987 as amended;
 - c) additional parking where needed to support the needs of visitors to the NL and promote the economic vitality of Tisbury High Street as set out in this site allocation.
2. Development proposals should be accompanied by a **comprehensive Masterplan**, agreed with Network Rail, Wiltshire Council, the Cranborne Chase NL Partnership Board and Tisbury's community through Tisbury Parish Council, and should meet the requirements set out below.

B) DESIGN

1. Use of layouts, building forms, materials, heights and styles that respond positively to the design characteristics identified in Character Area 9 of the Tisbury Character Area Statement, the exceptional environmental quality of the Cranborne Chase NL and which support the objectives of the NL's Partnership Board set out in its Partnership Plan;
2. A site layout that is **landscape driven**, maximising views from within the site to nearby heritage assets, including the Grade 1 church tower and the railway station (a non-designated heritage asset), and vice versa;
3. Conserve and enhance Tisbury's character and historic setting, including the Church of St. John the Baptist, the railway station, the "Zones of Sensitivity" shown in this Plan and the setting of Character Area 9 and of the Tisbury Conservation Area; using building forms and orientations that integrate the site both physically and visually with Tisbury and contribute positively to its existing sense of place;
4. Access via a primary vehicle route that moves through a series of distinctive spaces along the length of the site, with landmark buildings and shorter vistas along this route at focal points, following the guidelines set in Building for Life and the National Design Guide, to avoid creating a large narrow 'cul-de-sac' and so that vehicles are not required to reverse in order to exit the site;
5. Building heights not more than 2 storeys (other than in exceptional circumstances where the architectural excellence of the design or its location

as a landmark building would be a positive contribution to the area), with roofs that respond to those of Tisbury Station adjacent to the site; employing styles and orientations that reflect the character of Tisbury village and in particular the original station buildings;

6. Appropriate levels of public open and recreational space, noting that the site's proximity to Tisbury Recreation Ground permits a lower level of on-site youth and adult open space provision in accordance with the exceptional circumstances supported by Wiltshire Council's Core Strategy;
7. Appropriate levels of exclusive garden space for dwellings, with front gardens, where provided, enclosed to respect local context;
8. A net housing density of between 25-30 dwellings per hectare unless it can be demonstrated that a higher density can still meet the criteria within this Plan and the impact on the NL is regarded as acceptable and is supported by the NL's Partnership Board;
9. Special treatment of the zones marked "Boundary Transition Zone" on the Site Allocation Plan as follows:
 - a) the boundary along the railway should emphasise the site's integration by using active frontages with strong levels of intervisibility, offering a publicly accessible landscaped strip, punctuated with landscaped corridors visibly connecting with the Green Backdrop of Chantry Hill behind, using landmarks, materials and layouts that emphasise the site's connection to the railway and Tisbury village; and;
 - b) screening and public realm works at the site's south-western end should avoid urbanising elements that would intrude into the rural character of the NL or disrupt the significance of the railway line as the clear visual break between Tisbury and the open countryside;
10. A development that is "Quiet by Design", anticipating both current noise levels and those arising from railway enhancement to support a high quality of life for residents, in particular by delivering the following World Health Organisation targets without requiring bedroom windows to be closed:
 - a) design range noise level of no more than 30 LAeq,T dB at night (with peak levels exceeding 45dB LAmax no more than 15 times); and
 - b) design range noise level of no more than 50 LAeq,T dB in gardens and private outdoor spaces at all times;
11. A design that is "rail-enhancement ready", developed integrally with and able to respond to improvements to the railway at Tisbury arising from the West of England Line Study 2020, so that its designs are aligned with the construction and operating needs of the railway arising from enhancement; which shall include:
 - a) providing agreed layouts, building forms, parking space, transitions and access routes that:
 - i. enable the development to integrate with the railway enhancement; and
 - ii. respond to the needs of future rail passengers, employees and service contractors;

- b) providing agreed levels of parking for passenger and service vehicles; and
- c) safeguarding land up to 0.4 hectares for use by Network Rail and train operators to meet their future construction, operating, parking and access needs, including those arising from introduction of a second track and platform at Tisbury railway station.

C) PHASING

A phased approach to development that ensures infrastructure is in place to meet the demands of new residents, including the capacity of local primary healthcare provision in Tisbury, and that the build out of the commercial units is integrated with the residential development. The Masterplan should indicate phasing and infrastructure requirements, responding to the provisions of the other policies in this Plan, which will need to be addressed before or during occupation.

D) ACCESS

Provision of a convenient, direct, step-free pedestrian and cycle route capable of serving the site's population, visitors, users of footpath FP16 and railway passengers, through the creation of railway and river crossings close to the site's north-eastern end to connect the site to Station Road via the Tisbury Recreation Ground, using designs that are in general conformity with the indicative locations and styles shown in this Plan. The route should directly connect with footpath FP16 so it can be easily accessed by the site's population.

E) AFFORDABLE HOUSING

The highest possible ratio of affordable homes deliverable without compromising other objectives for the site as set out in this Plan. Development proposals that fail to provide 40% affordable homes should demonstrate through an open book viability process why this level cannot be achieved. Proposals that maximise delivery of affordable homes through partnership with community land trusts are encouraged.

F) FLOOD RISK

A development that links the site to Tisbury village, providing safe pedestrian/cycle access between the site, the railway station and the village in times of flood through a sustainable design that does not rely on mechanical or human operation, and which will not unacceptably impede water flows, increase flood risk elsewhere, or result in a net loss of floodplain storage.

G) DECONTAMINATION

Provision for specialist decontamination of some areas of the site appropriate to its proposed use, supported by a contaminated land survey and remediation scheme.

H) TRANSPORT

A development that sustains the local economy, the rural character of the surrounding lanes and the tranquillity of the NL through appropriate measures to limit levels of car-borne out-commuting, to support those who both live and work locally, and to mitigate any adverse impacts on the local road network, at both the construction and operational stages.

I) PARKING

Support (to the maximum extent possible) for additional parking that contributes to the objectively assessed needs of Tisbury's Primary Shopping Area and Tisbury Railway Station, as demonstrated by:

1. submission of a Parking Needs Statement, providing an objective assessment of the forecast need for short-stay free parking and affordable long-stay parking arising from:
 - a) increased passenger use of Tisbury Station arising from implementation of the recommendations of the West of England Line Study 2020;
 - b) alternative provision for existing road-side parking on Station Road, as identified in NL Position Paper 7 (Parking);
 - c) increased access to and use of sustainable travel within the NL to 2038 consistent with the NL's Partnership Plan; and
 - d) the cumulative impact of development to 2038 on the availability of parking within the Primary Shopping Area;
2. safeguarding of land to support sufficient parking spaces to address any unmet needs identified in the Parking Needs Statement to the maximum degree possible without compromising viability, secured through planning obligation.

Note

The exact split of development between commercial units and dwellings, and the number of dwellings, should be an output of the masterplanning process. It is noted that TisPlan's Strategic Environment Assessment is based on delivery of 68 homes.

Section 8

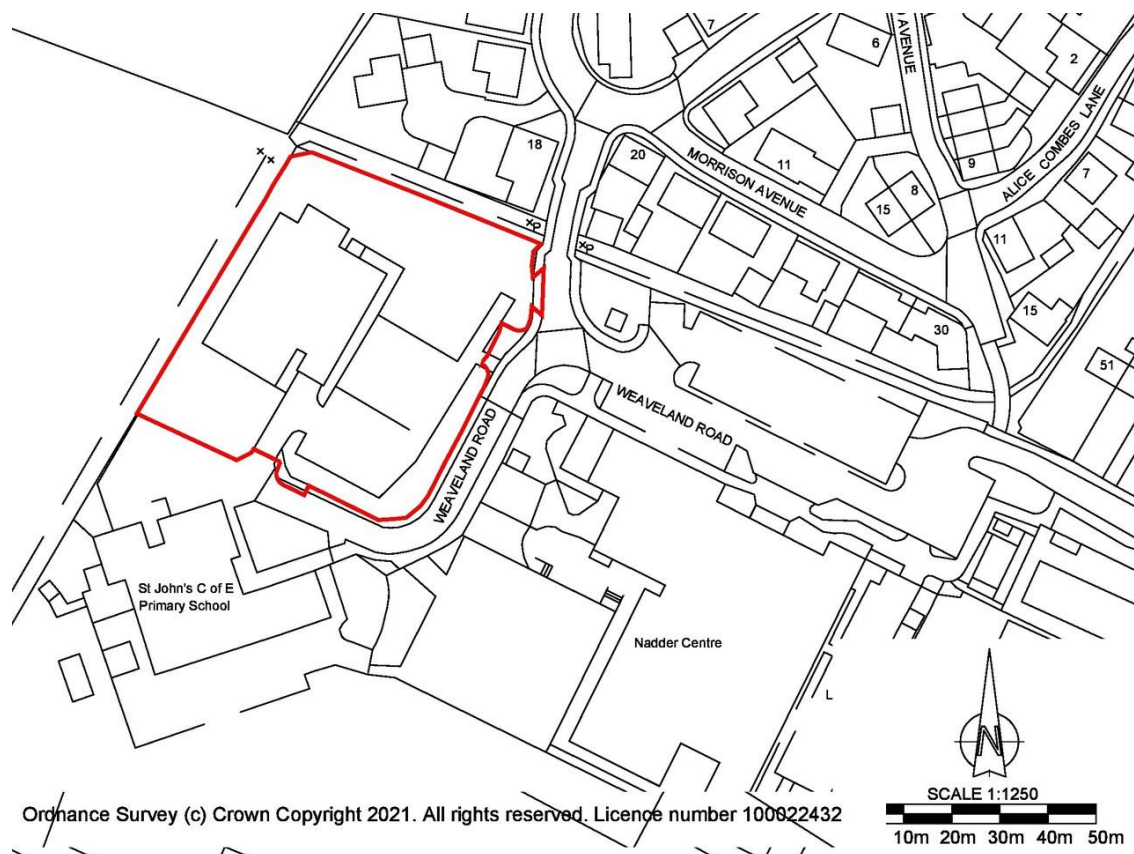
Site Allocation -
Old Sports Centre

8. Site Allocation – Old Sports Centre, Tisbury SP3 6HJ

8.1. Vision

Redevelopment for uses which would benefit the community, such as the provision of community-led housing to meet identified local housing needs, whilst also providing for the reasonable requirements of St John's Primary School regarding parking and access.

8.2. The Site



Map 22 The Old Sports Centre – Site Allocation Plan

305. After 2016, when the Nadder Centre²⁴⁴ opened, the former sports hall adjacent to St John's Primary School was no longer required and the site fell into disrepair.
306. It was identified by the Neighbourhood Plan Site Assessment,²⁴⁵ developed by AECOM, as appropriate for bringing forward

²⁴⁴ Nadder Centre <https://www.wiltshire.gov.uk/article/4392/Overview>

²⁴⁵ Tisbury Neighbourhood Plan Site Assessment, 16th June, 2017, AECOM, Section 4.6

307. The existing building was demolished in 2021 after a heavy storm destroyed the roof, but before this consideration had been given to alternative uses for the site. In TisPlan 2019, the site was allocated for redevelopment for uses that would benefit the community, such as the provision of community-led housing to meet identified local housing needs, whilst providing for the reasonable requirements of St John's Primary School regarding parking and access.

8.3. *Evolution of a Community-led Scheme*

308. In April 2019, Nadder Community Land Trust²⁴⁶ ("NCLT") was formed to take responsibility for establishing the community's vision for the site, based on TisPlan's allocation, and to liaise with its owners (Wiltshire Council) to deliver that vision.

309. An initial community consultation took place early in 2021²⁴⁷ on the vision for the site, followed by an in-depth consultation in December 2021/January 2022 to establish the level of support for proposals for a community-led scheme that would offer a mix of 13 dwellings (7 open market and 6 affordable homes).

310. The first consultation received 238 responses (around 10% of Tisbury's adult population) and the second, more detailed consultation received 108 responses. Forty people viewed plans at an exhibition at the Parish Council's offices in December 2021.

311. Results indicated strong community support for a community-led scheme and for the proposed designs.²⁴⁸ In addition the survey revealed aspects of the design that were important to the community in the delivery of this project and the pitfalls to avoid. It is noteworthy that a significant number of responses mentioned the importance of the provision of green spaces and that the trees on the site should be retained.

312. Other notable comments pointed to:

- a strong preference for homes which offer enough space, 79% of responses highlighting the importance of gardens;
- high priority for homes which are zero-carbon and environmentally friendly;
- a strong desire that homes should be 'part of Tisbury' and built to last, using materials and designs which blend with the adjacent Wyndham Estate and the rest of the village; and
- the need to carefully consider traffic movements, safety and the needs of St. John's Primary School.

313. Finally, many respondents commented that homes should be genuinely "Affordable in Perpetuity", for the benefit of future generations.

314. The results of the consultation were discussed with Stone Circle (Wiltshire Council's in-house development company), who are working closely with NCLT to ensure that the proposals meet the policy requirements for community-led housing. NCLT also liaised with St John's School on a regular basis.

315. A formal planning application, adjusted to reflect the input received from community engagement, was submitted in January, 2022.

²⁴⁶ <https://www.naddercommunitylandtrust.org/>

²⁴⁷ Report on Stage 1 Engagement – Community Vision and Design Charter – Nadder Community Land Trust.

²⁴⁸ Report on Stage 2 Engagement – Design Proposals – Nadder Community Land Trust

316. Accordingly, the site allocation is refined to reflect the progress that has taken place to realise the vision set out by TisPlan 2019, as set out in the full planning application²⁴⁹ (PL/2022/00855) that was approved in December 2022 subject to Section 106 agreement.

POLICY HS5: SITE ALLOCATION – OLD SPORTS CENTRE

1. The site of the former Sports Centre as identified on the Map 22 is allocated for a community-led redevelopment of up to 13 dwellings, at least 6 of which shall be Affordable Homes for local people and managed in perpetuity on behalf of the community, in accordance with Wiltshire Council Policy and other relevant policies of this Plan.
2. Development Proposals should demonstrate how they have met the reasonable requirements of St. John's Primary School adjoining the site regarding safeguarding, access and parking provision.

²⁴⁹ <https://development.wiltshire.gov.uk/pr/s/planning-application/a0i3z000017RZ2RAAW/pl202200855?tabset-8903c=2>

Section 9

Sustainable Transport



9. SUSTAINABLE TRANSPORT

9.1. Vision

New development will promote a safe, walkable/cyclable village.

Additional parking will be supported where this contributes to the economic vitality of Tisbury High Street or promotes active travel through better integration with public transport services.

Development close to the railway station will anticipate (be designed to integrate with) future modernisation of the West of England railway, including expansion of Tisbury station, enabling Tisbury to exploit the economic benefits resulting from railway enhancement.

9.2. The Rural Road Network

317. Tisbury is the largest settlement in the NL 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.
318. The Plan 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 serving Tisbury. There are no roads above C class level through any of the villages. The nearest B class road is at Fonthill Bishop, 4.2 kilometres away to the north.
319. The low railway bridges, arches, narrow lanes, width restrictions and tunnels on the rural approach roads all combine to make vehicular access to Tisbury difficult and unsuitable for heavy traffic flows and wider vehicles. Four of the six access roads pass through



places that are just one vehicle wide. These ‘pinch points’ include the tunnels at Pythouse and Hindon Road, the archway at Fonthill Bishop and the Three Arch Bridge, which affect access respectively from Semley, Hindon, the A303 and the A30. There are also narrow routes from the A30 through Ansty and Swallowcliffe. Examples are shown in Figure 22.

320. The rural nature of the surrounding lanes is regarded as an important characteristic of the NL²⁵⁰ ²⁵¹ and many of the current width and height restrictions are associated with listed heritage assets, such as the Grade II listed tunnel at Pythouse. Wiltshire Council’s infrastructure development plan therefore includes no provision for any material upgrade of the road network in the Plan area.²⁵²
321. As a consequence of these restrictions, the Dorset and Wiltshire Fire Service uses vehicles at Tisbury Fire Station that are 20 cm lower in height than vehicles used at Shaftesbury and Gillingham.²⁵³

9.3. *Traffic Volumes*

322. Increased use of private vehicles, new development in Tisbury over the past 20 years and the substantial reduction of local bus services has increased congestion on the rural lanes and led to a less welcoming environment for pedestrians and cyclists.
323. Whilst Tisbury has an essential link to and from the area by means of the single-track West of England Line railway, other forms of public transport are extremely limited. From February 2022, Tisbury Railway Station has been served by only six buses each weekday, the first leaving at 10.38 am. Few other locations in the area have access to a regular, or even any, bus service.²⁵⁴
324. Whilst the area is fortunate to have two voluntary community schemes, TisBus and Link, which offer essential services for those who need help, the private car remains the main mode of transport and there is clear evidence of the continuing dependence on the car as a primary means of transport to work from Tisbury.
325. In addition to residential development, the opening of Messums Arts Gallery in the tithe barn at Place Farm has brought in additional traffic volumes. Without careful management, further increases in out-commuting or the levels of car-borne visitors will adversely affect the rural character of the surrounding lanes and Tisbury’s setting within the NL.
326. Closure of the Middle School in 2004 has resulted in longer school journeys, fewer children going to school on foot and increased numbers of school runs, exacerbated by the limited public transport to and from Shaftesbury, where secondary schools are located.

²⁵⁰ Cranborne Chase NL Partnership Plan 2019-2024, pages 37, 89 and 91.

²⁵¹ A Guide to Conserving & Enhancing the Landscape Settings of our Rural Highways, Cranborne Chase NL Partnership, 2015

²⁵² Wiltshire Council Infrastructure Funding Statement December 2022, Appendix C, Infrastructure List

²⁵³ Planning Application PL/2021/09778 Transport Assessment, Appendix 5

²⁵⁴ Salisbury Reds, Bus Timetables, services 25, 26 and 27

327. Tisbury's steep hills also encourage the use of vehicles for journeys to and from the High Street, particularly by older people living towards the edge of the settlement.
328. 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.
329. Increased traffic congestion has also led to problems of road safety and in 2017, Tisbury Parish Council arranged for the implementation of a 20-mph zone within the village centre in an attempt to calm traffic.

9.4. *Large Vehicles*

330. Specialist HGVs serve Chicksgrove Quarry on the outskirts of Tisbury and large agricultural and business vehicles pass through the village and the surrounding lanes several times a day. Modern farming involves very large vehicles, which now have to contend with busier lanes and more bottle-necks.
331. Increased use 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 gulleys to fill with soil, exacerbating storm flooding), enlarge the potholes and spread debris.
332. The only signposted HGV route to Tisbury is via the A303 and through the archway at Fonthill Bishop, 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.
333. Having reviewed the various vehicle categories, the Parish Councils have concluded a vehicle size of 3.5 tonnes unladen weight is a level above which careful management will be necessary, given the narrow rural lanes, complex street patterns and many width restrictions.

POLICY ST1: TRAFFIC IMPACT AND ROAD SAFETY

1. Proposals for new development that can reasonably be expected to result in a significant number of additional vehicle journeys should be accompanied by a Transport Assessment at an appropriate level of detail to allow a robust assessment of the impact of the proposal on levels of air quality, road safety and congestion; which should in particular demonstrate that:
 - a) any additional traffic generation will be managed to maintain road safety;
 - b) walking and cycling will be promoted;
 - c) local villages and hamlets will be protected from additional congestion;
 - d) the rural character of the surrounding lanes of the NL will be conserved;
 - e) the special character of the NL will be conserved and enhanced; and

- f) measures have been incorporated to minimise additional, car-borne, out-commuting journeys to the maximum possible extent (or to mitigate their effect, for example through enhancements to public transport services serving the Plan area).
2. Transport Assessments should enable an assessment to be made of the impact of vehicles above 3.5 tonnes unladen weight arising from development, providing sufficient evidence to demonstrate that proposals will not lead to undue impact from large vehicles, including appropriate mitigation measures, either through reductions in the size of vehicles used, or by management of vehicle routes and times.
 3. Proposals failing to demonstrate that additional traffic generation can be effectively managed or mitigated will not be supported.
 4. Proposals should provide evidence of engagement with landowners and the Wiltshire Council's Highways Department to address, wherever feasible:
 - a) enhancement of existing and/or provision of new passing places to avoid damage to the roadside edges;
 - b) improvements to verges;
 - c) provision of appropriate measures to avoid traffic dominance; and
 - d) provision of appropriate road safety measures with the aim of preventing accidents.
 5. Any proposed mitigation measures necessary to comply with this Policy ST1 should be controlled through condition or Section 106 Agreement.

9.5. *Parking Provision*

334. Increased traffic to and within Tisbury has added to pressure on the available parking, as more people use their cars for local shopping or to access local facilities.
335. Around 2005, Tisbury Parish Council took the strategic decision to support local high street businesses by retaining free parking on the High Street and the small car park of 54 spaces at Nadder Close. This is considered to have had a significant positive impact on the vitality of high street shops and businesses.
336. Tisbury Station provides 86 paid-for parking spaces for commuters, but the high cost at £4.40 per day (November 2023 prices) has resulted in commuters parking elsewhere in the village, reducing parking capacity overall.
337. In addition to development, further pressure on parking can be expected to come from:
 - additional commuter parking arising from enhancements to service frequency and greater use of the railway following implementation of the West of England Line improvements;
 - the strategy of the NL to encourage greater use of the railway as a means of accessing the NL countryside; and
 - new homes at the two sites allocated by this Plan.

338. The NL's Partnership Plan seeks to protect the sustainability of the NL and the visitor economy through provision of additional, affordable parking in Tisbury²⁵⁵ and its Position Paper 7 highlights the harms to the NL arising from the current lack of sufficient affordable parking in the village.²⁵⁶
339. Failure to provide convenient parking may have an adverse impact by discouraging use of the High Street. Therefore new development should involve careful assessment of the impact on parking and of opportunities to provide forms of parking that can encourage more sustainable forms of travel, such as electric vehicles, cycles and car sharing schemes.
340. Of the 238 local people who responded to a survey by the Nadder Community Land Trust in 2021, 55% indicated that provision of hard standing was important to them, with a number of responses mentioning the importance of providing sufficient parking space for small commercial vehicles belonging to residents.²⁵⁷

POLICY ST2: PARKING PROVISION

Development proposals should show that they have provided for the needs of residents and the impact of development on local parking provision within Tisbury and in particular should demonstrate that:

1. any loss of on- and off-street parking resulting from development (or highway works necessary to make development acceptable in planning terms) is replaced on- or off-site;
2. subject to the other Policies of this Plan, opportunities to provide convenient cycle parking spaces have been utilised to deliver at least 2 cycle spaces per car/van parking bay; and
3. any undue impact on parking availability for users of Tisbury High Street is acceptable or has been mitigated.

9.6. A Safe and Walkable Village

Road Safety

341. Tisbury's road network, steep inclines, narrow pavements and the safety fears arising from poor road maintenance and traffic volumes discourage active modes of travel.
342. In the centre of the village there are many areas that either have no pavement, or very narrow pavements. On the High Street towards Hindon Lane there are steps and uneven pavements, compounded by the steep incline at this point. This makes access challenging for those with impaired mobility and those accompanied by pushchairs or heavy shopping.

²⁵⁵ Cranborne Chase Partnership Plan 2019-2014, pages 37, 92, 96, 259 and Policy PT30.

²⁵⁶ NL Position Paper 7 - Parking, pages 3 and 4.

²⁵⁷ Report on Stage 1 Engagement – Community Vision and Design Charter – Nadder Community Land Trust, page 6

343. The approach roads are all restricted in width making it difficult for vehicles to pass each other, or pedestrians, safely in the face of oncoming traffic.
344. Towards the edges of the village there are long stretches of narrow road with no pavements, often with parked vehicles including Hindon Lane, Church Street and Tuckingmill.



Figure 23 - Rural Roads - Cycling in Newtown

Air Quality

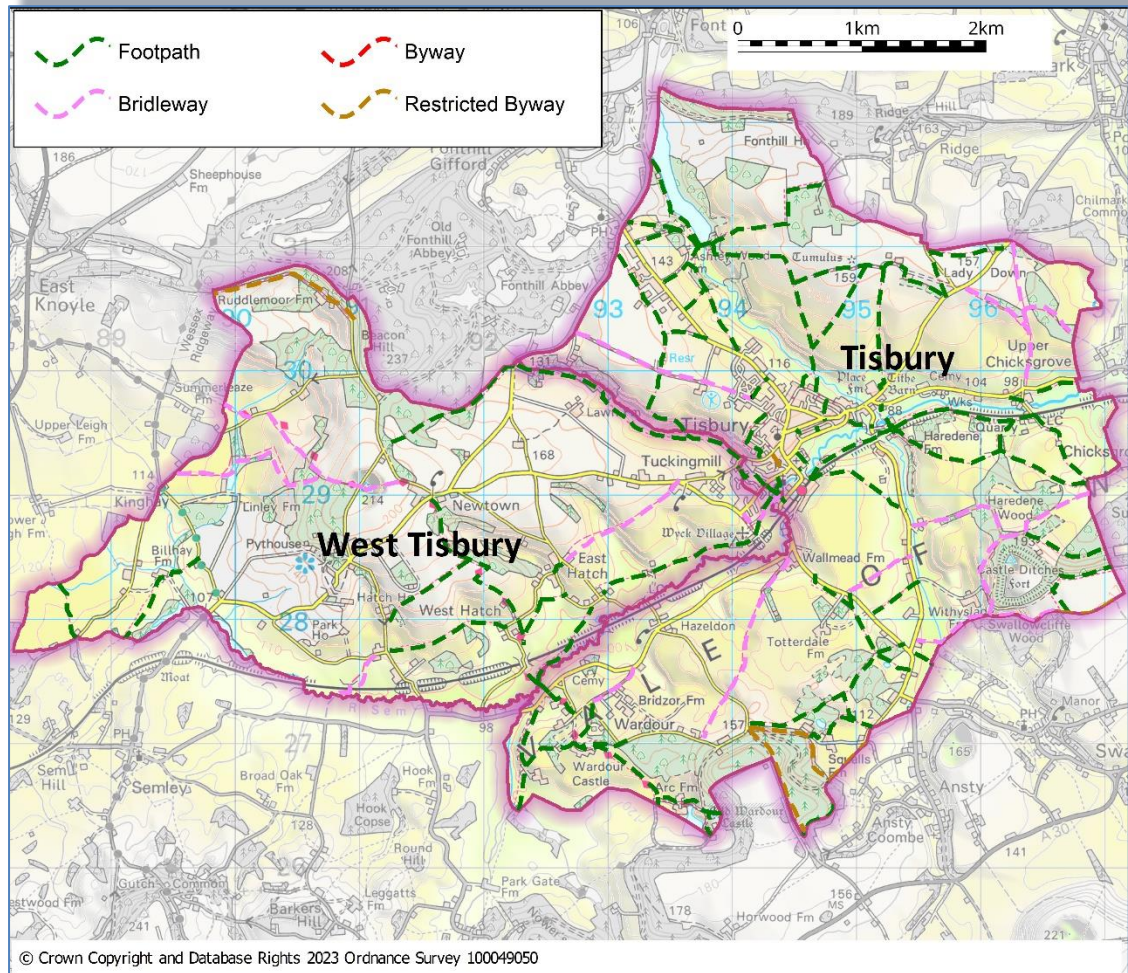
345. As set out elsewhere in this Plan, additional traffic, and in particular out-commuting, can have a significant impact on air quality, through emissions of CO², NO₂ and particulate matter that affects the environment of the NL and those with breathing difficulties.

Public Rights of Way

346. Tisbury 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 cycle-ways is shown at Map 23.
347. The public rights of way network in the Plan area is highly valued. The setting of much of the Plan area on either side of the Nadder Valley means that many footpaths afford outstanding views. They also connect with the wider network of footpaths within the NL, giving access to nearby places of special interest including Old Wardour Castle, the Iron Age hill fort at Castle Ditches and the Fonthill Estate.
348. Historical factors however mean that the existing network is incomplete and some former footpaths have fallen out of use for various reasons. The community therefore seeks to improve the provision of public footpaths. A new public right of way was recently adopted along the field boundary by St John's School, linking the existing bridleway to the Community Field, a new permissive path has been offered between Place Farm and the burial grounds, and another permissive path has been suggested following the inside

line of the hedge on Monmouth Road aimed at improving safety for riders and pedestrians.

349. 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.²⁵⁸



Map 23 Public Rights of Way

258

<https://wiltscouncil.maps.arcgis.com/apps/webappviewer/index.html?id=43d5a86a545046b2b59fd7dd49d89d22>

POLICY ST3: A SAFE AND WALKABLE VILLAGE

The provision of new rights of way will be welcomed.

A) WALKING AND CYCLING ROUTES

All development proposals should where possible promote active modes of travel and contribute to the achievement of a safe, walkable/cyclable village. Proposals for major development (involving 10 dwellings and above, or 300 square metres gross internal area of commercial space and above) should in addition incorporate the following measures to the maximum degree possible without compromising the other policies of this Plan:

1. promotion of active modes of travel by improving the experience of pedestrians and cyclists, following the hierarchy of users set out in Wiltshire Core Policy 61;
2. improvements to the networks of walking routes and cycling routes in the Plan area;
3. promotion of new public rights of way or enhancement of existing rights of way;
4. provision of dropped kerbs for users with additional mobility requirements e.g., wheelchair and pushchair users;
5. provision of public benches and resting places; and
6. infrastructure to support sustainable transport that facilitates access for those with disabilities, including secure and weather-proof cycle racks/shelters, electric charge points for cars, bikes and mobility scooters).

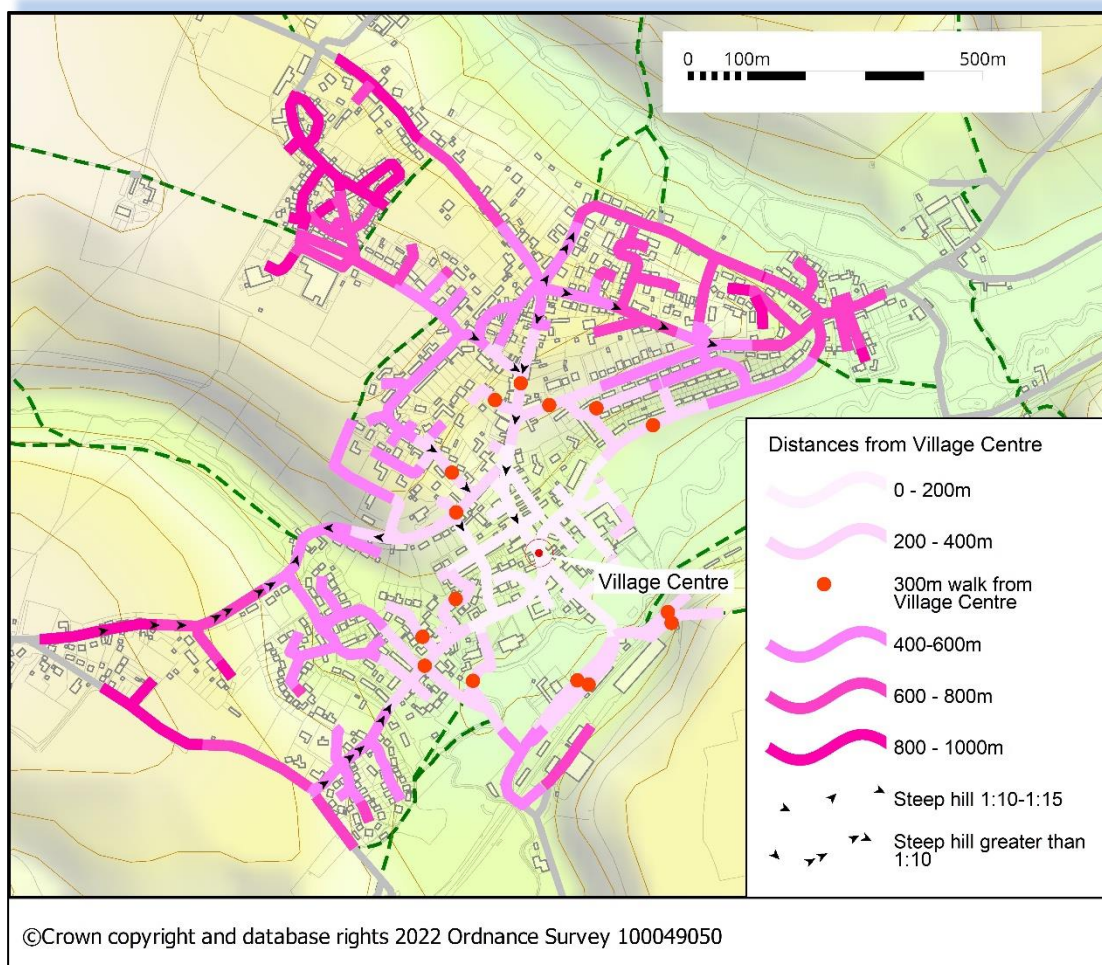
B) AIR QUALITY

1. Developments that can reasonably be expected to result in a significant number of additional vehicle journeys post-completion, taking into account Tisbury's size and location, should demonstrate (if necessary through mitigation measures) that the impact of such vehicle journeys will be offset so that approval will not lead to an overall decrease in air quality in the Plan area.
2. Any proposed mitigation measures necessary to comply with this Policy ST3 should be controlled through condition or Section 106 Agreement.

C) LOCATION OF ESSENTIAL SERVICES

Developments that will be used predominantly to offer medical, healthcare or retail services to the public should be located no further than 300 metres easy walking distance from Tisbury Square, other than in exceptional circumstances where a significant public benefit can be demonstrated and it can be shown that no alternative site within a 300 metre zone can be brought forward.

350. Map 24 shows walking distances from Tisbury Square in metres.



Map 24 Walking Distances from Tisbury Square

9.7. Tisbury Railway Station

Railway Enhancement

351. Whilst the rural road network serving Tisbury is poor, offering journey times of 30-45 minutes by car to Salisbury (depending on time of day) and 25-35 minutes to Gillingham, the single-track railway line that runs through the Vale of Wardour offers direct services with journey times to both settlements of 15 minutes and 10 minutes respectively.
352. Figure 24 prepared by Network Rail shows similar differences throughout the line.²⁵⁹
353. Enhancement of the road network would be costly and involve significant impacts on the NL. Even with enhancement, the current road network evolved to interconnect Tisbury with nearby villages and does not offer convenient links to urban centres. By contrast

²⁵⁹ West of England Line Study 2020, Network Rail, page 40

the railway route is well suited to modern needs, but its use is hampered by the restriction of a single track line and poor levels of integration with local bus services.²⁶⁰

- 354. As a result it has not led to a material increase in sustainable travel in the Plan area. In 2011 the percentage of commuters in the Plan area using a car or van to travel to work was slightly higher than that in Wiltshire as a whole (70.1% compared with 69.9%).²⁶¹
- 355. The opportunity to exploit the potential of Tisbury Station has been highlighted by the NL’s Partnership Board, who have set an objective to promote more sustainable access to the NL through greater use of the railway.²⁶²

356. Network Rail’s proposals to enhance the West of England line that serves Tisbury are described under the heading of Station Works above. In addition to the economic benefits set out in the West of England Line Study 2020, railway enhancement would be more sustainable and have minimal impact on the NL. Because the line operated with two tracks up to 1967, when one track was removed, much of the infrastructure necessary to upgrade it is already in place.

357. Railway enhancement also has the potential to bring economic benefit to other parts of the Nadder valley through the re-opening of former stations at Dinton and Semley.

358. TisPlan’s allocation policy for the Station Works site recognises the direct role that development will have in supporting railway enhancement. Other development proposals in the vicinity of the railway station, whilst not directly integrated with railway enhancement, will nevertheless need to anticipate it.

The Station Buildings

359. The Victorian station buildings and canopy, dating mostly from 1853 and largely unaltered externally, are important non-designated heritage assets lying within the Conservation Area. The interior of the buildings has been allowed to deteriorate and it is therefore important that development

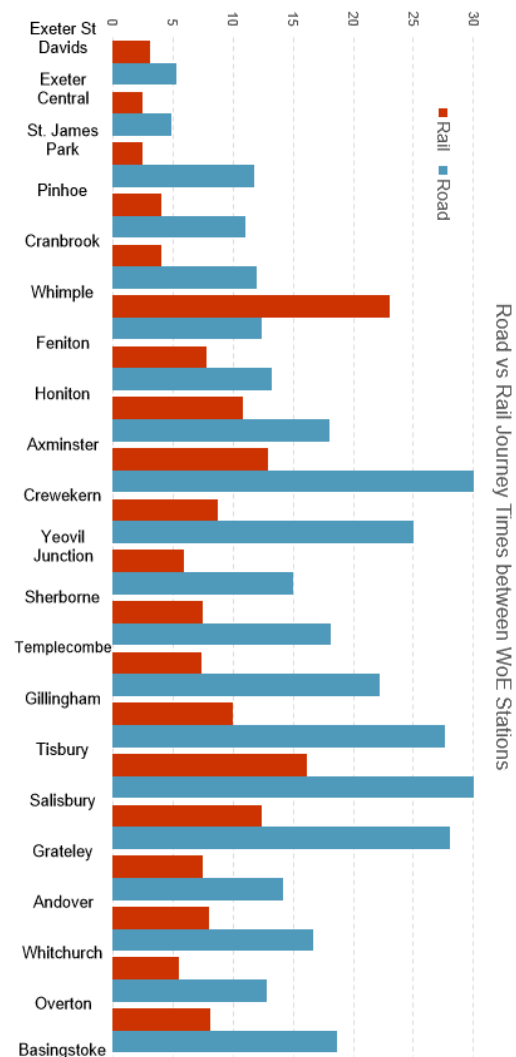


Figure 24 - Rail and Road Journey Times
Source: West of England Line Study 2020

²⁶⁰ Source Salisbury Reds Bus Timetables 25, 26, and 27 as set out in Paragraph 323 above

²⁶¹ Source ONS Census Data 2011, Table QS701EW

²⁶² Cranborne Chase Partnership Plan 2019-2024, pages 37, 92 and 101

helps to conserve and enhance their character and setting whilst enabling them to fulfil new functions that will support their conservation for future generations.

Parking

360. Land within the vicinity of the railway station offers the last significant opportunity to deliver additional parking to meet the future needs of the railway station and Tisbury High Street arising from development, railway enhancement and the objectives of the NL's Partnership Board to improve sustainable transport within the NL and support increased numbers of visitors.
361. The NL's Partnership Plan seeks to protect the sustainability of the NL through provision of additional, affordable parking at Tisbury Railway Station.²⁶³
362. Its Position Paper 7 states that provision of additional parking at Tisbury Station is "a key issue not just for the local community but also for enhancing the visitor economy", noting that affordability is "crucial to enhancing the sustainability of transport around the NL".²⁶⁴
363. The lack of sufficient affordable parking at Tisbury Station is regarded by the NL Partnership as a reason for high levels of informal roadside parking on Station Road and Jobbers Lane, which, in the Partnership's view harms the NL. It sets an objective that "parking at Tisbury Station is sufficient to avoid the clutter, confusion and character erosion of roadside and verge parking, as well as being affordable."²⁶⁵
364. This objective is expected to be met mainly through the Site Allocation for the Station Works site set out above, but other, smaller developments in the vicinity of the Station should also consider whether they can contribute to future parking needs. Development in the vicinity of the Station should also seek opportunities to promote active forms of travel by offering better connections with local bus and community bus services and improved connectivity with existing paths and cycle ways.

POLICY ST4: TISBURY RAILWAY STATION

A) REGENERATION

Proposals for development at or within the environs of the Tisbury Railway Station falling outside the scope of Policy HS4 (Station Works Site Allocation) will be supported, subject to the other policies of this Plan where they:

1. facilitate the use of public transport;
2. demonstrate they have anticipated and will integrate with an enhanced railway delivered as set out in this Plan and in the West of England Line Study 2020;
3. address sustainable travel needs, such as pedestrian access, bicycle shelters and electric car charging points;

²⁶³ Cranborne Chase Partnership Plan 2019-2014, pages 37, 92, 96, 259 and Policy PT30.

²⁶⁴ NLPosition Paper 7 - Parking, page 3.

²⁶⁵ NLPosition Paper 7 - Parking, page 4.

4. provide additional, affordable long-stay parking for railway users in line with the predictions of station usage and/or additional free short-stay parking suitable for visitors to Tisbury village and the NL; and
5. are designed to enhance Tisbury Conservation Area and the Victorian character of the station buildings.

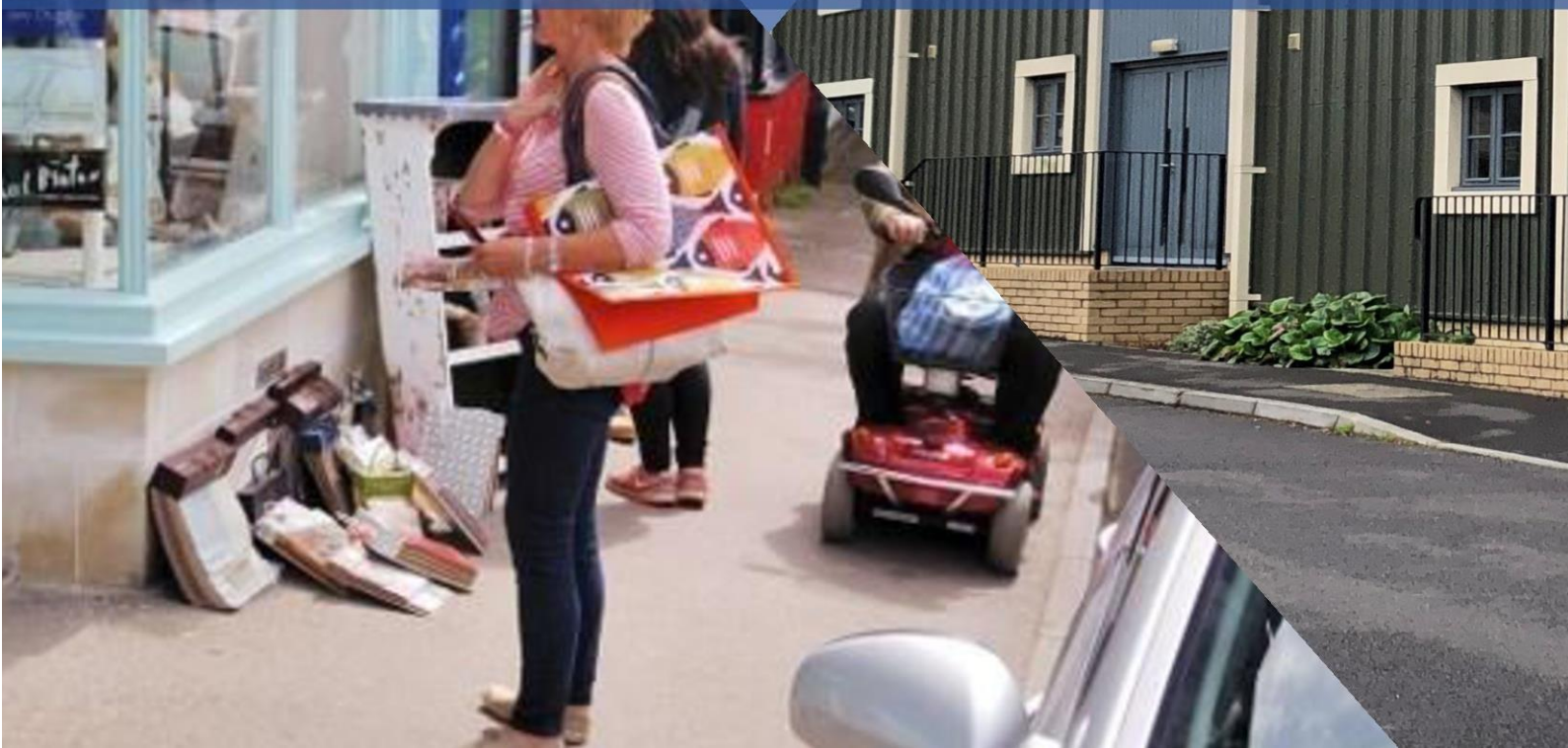
B) CO-ORDINATION

1. To ensure the necessary co-ordination, proposals should be developed in conjunction with Wiltshire Council, Network Rail and other interested parties as appropriate, including the Parish Councils.



Section 10

Promoting Business & Employment



10. PROMOTING BUSINESS & EMPLOYMENT

10.1. *Vision*

Development will promote a resilient and diverse local economy, contributing to the area's prosperity and self-sufficiency. Employment sites whose existing uses are no longer sustainable will be regenerated in ways that enable valuable employment land to meet future business needs, particularly by encouraging knowledge-based, technological, creative or service-based enterprises that can make more effective use of available land.

10.2. *Loss of Traditional Employment*

365. The local industries that were historically part of Tisbury life are most unlikely to return.
366. In the last 40 years, Tisbury has seen the demise of many local employment sites including: Paradise Meadow (coal merchant), Hill Street Close (bus garage and haulage yard), Parsonage Mead (car mechanics), The Tanyard (dog food factory), The Wiltshire Brewery and The Mallards (wood yard).
367. Table 5 below shows some of the key employment sites lost in Tisbury village since 1990. TisPlan estimates that during this 30 year period Tisbury village has lost 254 employee roles and gained 92.

Business and Location	Positions Lost ²⁶⁶
Parmiter at Station Works	120
Nadder Middle School	25
Tisbury Brewery, Church St	10
Tisbury Police Station and Magistrates Court	8
Southern Counties Agricultural Trading Society, Station Works	6
The Old Match Factory	5

Table 5 – Examples of Employment Lost to Tisbury Since 1990

368. The decline in local employment and growth of out-commuting is dealt with in the sections of this Plan dealing with Homes and the Station Works Site Allocation and is clearly demonstrated by the distances that people travel out of Tisbury to work. Of those completing TisPlan's 2015 questionnaire²⁶⁷, 61% travel 9.6 km or more to work and 31% travel more than 32 km. There is a high percentage of out-commuting amongst young

²⁶⁶ Data calculated by TisPlan Steering Group based on public domain information and other local evidence.

²⁶⁷ TisPlan Survey 2015, Question 15

people who live in the area, reflecting the necessity to access education, training and employment.

369. Further evidence from the TisPlan questionnaire indicates that with the loss of traditional employment there is no longer any 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.²⁶⁸ By contrast, a majority in previous generations would have worked mainly in agriculture or in businesses that supported the rural economy, such as the agricultural machinery manufacturing at Station Works.

10.3. *New Small Businesses*

370. Some of these losses have been mitigated by the conversion of redundant farm buildings. Notable examples are quality conversions at Place Farm and the recent refurbishment of the medieval Tithe Barn (now Messums Gallery), which until the 1990s was still in use as a grain store.
371. As employment moves towards a knowledge-based economy, development will need to respond to this trend by repurposing existing employment sites to create facilities that will encourage innovative technology, creative or service-based enterprises in the area.
372. The recent arrival of high speed broadband in the Tisbury area creates new opportunities to bring new life to existing rural-based employment premises.
373. Both within Tisbury and in its rural environments there are numerous start-up businesses operating from small premises. Currently 45 commercial tenants operate from small rural sites across the Fonthill Estate alone, including a drone maker, car mechanics, kitchen installers, microbrewery and micro distillery²⁶⁹.
374. Similar examples in the wider local area include Manor Farm at Chilmark, Chaldicott Barns at Semley, and Glebe Barns at Hindon which now provides for a range of uses including office accommodation, veterinary services, small-scale warehousing and distribution, sawmill, workshops for carpentry, mechanics and furniture making, medical services and galleries.
375. Tisbury’s specialist shops and outlets add to the interest and activity of the village, creating a virtuous circle that has the potential to attract more small businesses to relocate. The High Street has evolved to become a local centre for high quality food businesses, hosting a local butcher, wine merchant, tea rooms, delicatessen and a pub featuring ales from the local craft brewery.
376. Most new businesses are not historically linked to Tisbury, but chose to locate in the Plan area because of its tranquillity and character, access to the scenery of the NL, Tisbury’s thriving high street, the railway station and the strong sense of community.²⁷⁰
377. However, the positive economic environment created by small businesses is a delicate one and they can move elsewhere as quickly as they have arrived. Development that fails to respond to their needs, that does not offer the right balance between housing

²⁶⁸ TisPlan Survey 2015, Question 17.

²⁶⁹ Information supplied to TisPlan on behalf of the Fonthill Estate, 10th October, 2023.

²⁷⁰ In 2015 60% of businesses responding to TisPlan’s survey considered the availability of high-speed broadband to be important in attracting new businesses to the area, with 25% citing the proximity of the railway station.

and commercial space, or which over-extends existing infrastructure threatens the ecosystem created by these small businesses and ultimately Tisbury's economic sustainability.

378. Evidence of demand for small commercial premises in the Plan area, and particularly in Tisbury village, comes from a variety of sources and includes:

- Wiltshire Council has concluded that there is “*unprecedented demand*” for employment land in Wiltshire and that small units on the Station Works site would attract “*significant interest*”;²⁷¹
- the 2023 Wiltshire Employment Land Review forecasts that 15 hectares of commercial land are needed up to 2038 among rural communities in the A303 corridor and proposes that change of use of existing land should be resisted;²⁷²
- there is a history of full occupancy and low vacancy rates at the Wyndham Estate and nearby Fonthill, which provides commercial units to over 50 businesses with void periods currently averaging less than one month;²⁷³ and
- a small-scale survey of local businesses in 2017 carried out by the TisPlan Steering Group showed demand to relocate to Station Works in view of its access to the railway, provided that the site can offer high quality business accommodation. In 2015 25% of businesses responding to TisPlan's survey indicated that location close to the station was a positive incentive to relocate to Tisbury.

379. However, whilst the Wiltshire Core Strategy set a target of 1.4 hectares of additional employment land in Tisbury in the period up to 2026, this has only been partly satisfied by the development at Wyndhams which provided 0.6 hectares of business space.²⁷⁴

380. With railway enhancement tourism will offer greater potential, given the area's natural, historic and cultural assets, which could be increased through provision of sustainable transport (e.g. electric bicycle hire) at the railway station.

10.4. *Protection of Employment Sites*

381. Wiltshire Council's strategy is to retain and enhance existing employment sites and Core Policy 35 offers special protection for existing employment sites above 0.25 hectares in local service centres such as Tisbury. TisPlan builds on this strategy by promoting the most effective use of land at existing employment sites, where necessary supporting mixed developments that use a housing element to subsidise commercial redevelopment to deliver the same levels of employment over a smaller land area.²⁷⁵

382. Wiltshire Core Policy 48 states that disused agricultural buildings should be first considered for employment uses, although conversion to residential purposes is permitted, providing the conditions of Core Policy 35 are met. These two core policies 35 and 48 are aimed at sustaining large employment/agricultural sites; but the Core

²⁷¹ Wiltshire Economic Development comment WC-22-01-222160, Planning Application PL/2021/09778, 7th January, 2022

²⁷² Wiltshire Employment Land Review Update, Final Report, September 2023, paragraph 6.2.13 and Executive Summary

²⁷³ Steering Group interview with the Estates Manager for Fonthill Estates, 12th October, 2023

²⁷⁴ In particular: Use classifications 2018 Offices (B1) Storage and Distribution (B8) and Assembly and Leisure (D2)

²⁷⁵ TisPlan's approach follows the strategy set out in the Officer Report for Planning Application S2003/2547

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.

383. TisPlan therefore promotes the same standard of scrutiny on small sites as would be afforded to the larger sites. Commercial sites converted to residential use are generally lost to commercial use for many years, if not permanently, and economic sustainability of the Plan area depends critically on the continued availability of commercial sites for use by start-ups and small businesses.

POLICY EB1: ECONOMIC REGENERATION

A) PROTECTION OF EMPLOYMENT SITES

To promote the economic sustainability of Tisbury as a Local Service Centre and continued growth of the small business sector in the Plan area, proposals to redevelop for residential use land or buildings currently or last used for agricultural purposes, as public houses, or for uses falling within classes B1, B2 and E, must demonstrate that they meet **one** of the following three criteria:

1. the proposal involves mixed development following which the number of permanent full-time equivalent jobs at the site can reasonably be expected to be no less than the greater of:
 - a) *the current number of full-time equivalent jobs at the site; and*
 - b) *the number of full-time equivalent jobs that the site could reasonably be expected to support if viably redeveloped or refurbished for its permitted uses;*
2. the site is not appropriate for the continuation of its present or any employment use due to a significant detriment to the environment or amenity of the area;
3. the site has no employment value, meaning that:
 - a) there is no reasonable prospect that it could meet any local business need in the longer term that is consistent with its permitted uses; and
 - b) it is no longer viable in its present condition for any form of employment, having remained unsold and un-let for at least twelve months following genuine and sustained attempts to sell and let it on reasonable terms for employment use, taking into account prevailing market conditions.

B) MIXED USE

Proposals for mixed development (i.e., both housing and business on the same site) should be designed to ensure that neither use has any adverse impact on the other in terms of noise, pollution, flooding, light, design, smell, and/or parking.

C) PROTECTION OF TISBURY HIGH STREET

To protect the economic vitality of the High Street, conversion from Class E use to residential C3 and C4 uses within Character Area 7 (Village Core – The Square and Lower High Street), as set out in this Plan, is only supported in exceptional circumstances, where there is significant public benefit, and where:

1. development would leave not less than 75% of premises in Character Area 7 with High Street frontages in retail use;
2. there has been a history of vacancy for over 12 months; and
3. during this period there has been a genuine and sustained attempt to market the property (both for sale and rent) for those uses supported in character Area 7, as set out in Policy DB6.

Section 11

Leisure, Community &
Well-being



11. LEISURE, COMMUNITY & WELL-BEING

11.1. *Vision*

Development will conserve and enhance local green spaces, recreational land and community facilities that are valued by Tisbury's community and play a vital role in promoting a sense of community cohesion and personal well-being. New development will provide sufficient levels of public open space to promote well-being and support an increasingly older population.

11.2. *Background and Rationale*



Figure 25 - Tisbury Fete 2023

Held on the Recreation Ground, a valuable community resource.

384. Tisbury is a strong and vibrant community, with many active societies. The wider community comes together for well-established annual events, including annual fetes and the Tisbury Carnival.
385. The NL's landscape provides areas of beauty and tranquillity that can help improve mental and physical well-being.
386. The planning system helps to promote healthy, inclusive communities, by good design and by ensuring the retention or provision of new recreation space that promotes interaction and is suitable for all ages and physical abilities.

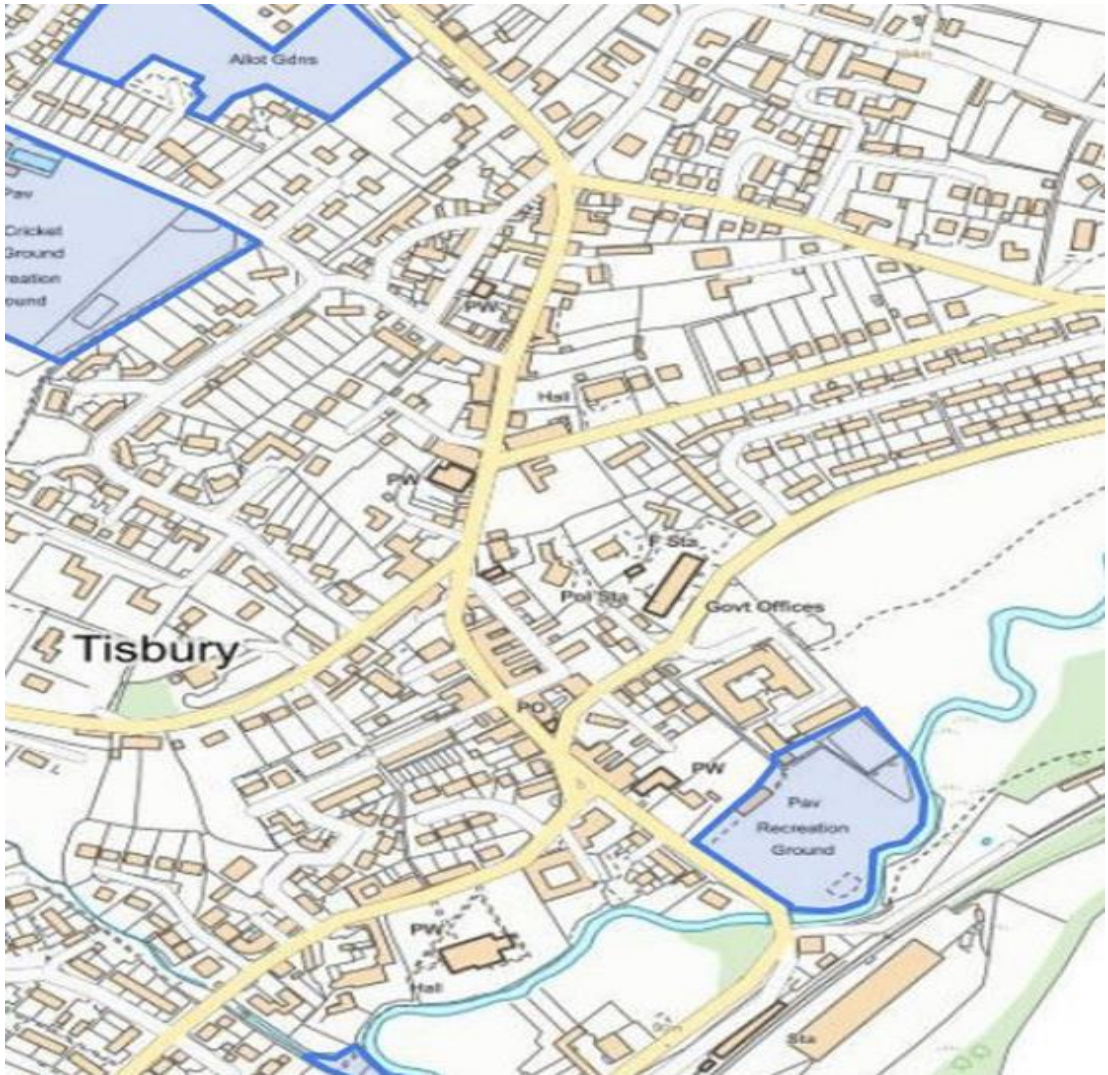
387. The substantial increase in Tisbury's older population forecast during the Plan's lifespan makes it essential that development promotes provision of recreational and community facilities that are easily accessed.
388. TisPlan seeks to protect the buildings, facilities and natural spaces that sustain community activity, promote well-being, or have recreational, cultural benefits.

11.3. *Local Green Spaces*

389. The centre of Tisbury contains significant green spaces, notably St John's churchyard (Grade 1 listed), in which stands an ancient Yew Tree reputed to be more than 4000 years old. There are recreational areas beside the River Nadder at Stubbles and at the King George V Playing Fields on Weaveland Road, the Lower Recreation Ground and the King George V field. There is also a football pitch, a bowling green, croquet lawn (opened 2022) and a cricket pitch.
390. The large allotment area behind Weaveland road is highly valued, having no vacancies despite its large size.²⁷⁶
391. 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 the Fonthill Estate. The Community Meadow is well used and is an important open space, with views across the Oddford Valley towards Tuckingmill, Wardour and beyond.
392. The water meadows that run the length of both parishes beside the River Nadder, including along the The Avenue in Tisbury are a local feature of significance and a valuable community amenity, having the effect of bringing the countryside into the heart of the village and reinforcing a sense of its rural character.
393. The community places a high value on the conservation of these meadows as indicated by responses in the 2015 TisPlan questionnaire. Of 100 nominations for future local green spaces received as part of the community consultation held in April/May 2022, 32 nominated the water meadow south of The Avenue for designation, with comments highlighting its value as "*one of the greatest natural assets for the village*".²⁷⁷
394. In addition, the community has identified a number of smaller spaces within Tisbury that are local in character and demonstrably special because of their beauty, historic significance, recreational value, tranquillity or richness of wildlife.
395. In 2019, TisPlan designated a number of these local assets to protect them for the enjoyment of present and future generations, to promote the long-term management of their recreational use and ensure they fulfil their potential to contribute to the biodiversity of the area.
396. These designated Local Green Spaces are shown in Map 25 overleaf.

²⁷⁶ Annual Report of Weaveland Road Allotment Society for the year-ending March 2022

²⁷⁷ TisPlan Stage 1 Community Engagement Report, 6th September 2022, page 19.

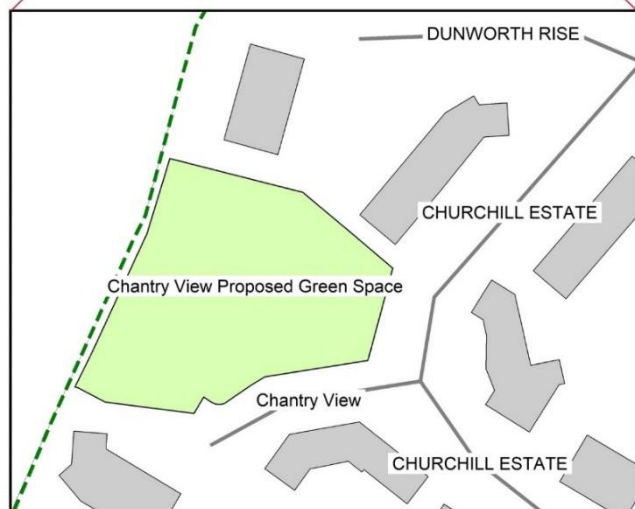
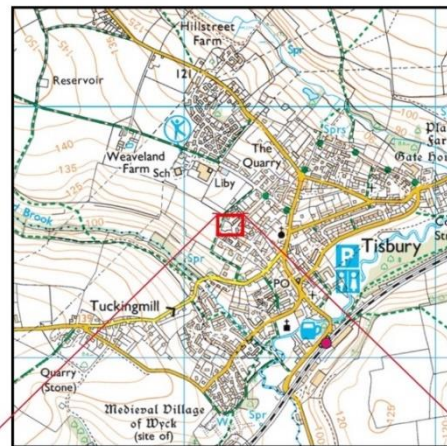


Map 25 Local Green Spaces in Tisbury – Allocated by TisPlan in 2019

397. In this review of TisPlan, an additional site at Chantry View has been added (LGS7) as shown in Map 26. Chantry View is a popular area of green open space, affording access from Churchill Estate into the Community Meadow.



Figure 26 - Chantry View



Map 26 Local Green Space
LGS7 – Designated 2024

398. The consolidated list of designated Local Green Spaces is shown in Table 6.

	Local Green Space	Size (ha)	Purpose for designation
LGS1	KGV Playing Fields	1.68	Recreational; youth club pavilion; playground areas; skate park; cricket pitch and swimming pool
LGS2	Stubbles Play Area	0.04	Recreational; children's play area
LGS3	Guy's Patch, Stubbles	0.03	Sensory garden; recreational; well-being; area of tranquility adjacent to the River Nadder and wildlife area
LGS4	Lower Recreation Ground	1.1	Recreational; social club; bowling green; croquet lawn; football pitch; children's play area
LGS5	Allotments, Weaveland Road	1.2	Community use; well-being & recreation
LGS6	Amenity space, Corner of The Avenue	0.014	Prominent entry to the village and residents' memorial garden
LGS7	Amenity space at Chantry View, Churchill Estate	0.1	Small area of recreational grass with a footpath through the middle which affords access to the Community Meadow.

Table 6 – Designated Local Green Spaces

POLICY LC1: LOCAL GREEN SPACES

The areas listed in Table 6 of this Plan and shown on Maps 25 and 26 are designated as local green spaces in accordance with national planning policy due to their particular local significance for the community and their recreational, historic and/or environmental value.

11.4. Sport & Recreation Facilities

399. The TisPlan area has several outdoor facilities that are important for local residents. Tisbury also has Wiltshire's only heated outdoor swimming pool. In 2016, a state-of-the-art sports hall and spaces for other community services was opened at the Nadder Centre.

POLICY LC2: SPORTS AND RECREATION SPACES

Recreation Spaces (comprising buildings and/or land) used within the previous five years for sport or recreation shall be protected in accordance with national policies and the Development Plan and shall not be built on or converted to other uses unless:

1. an assessment has been undertaken which has clearly shown that the Recreation Space is surplus to requirements; or
2. the loss resulting from the proposed development will be replaced by equivalent or better provision in terms of quantity and quality in a suitable and equally accessible location; or
3. the development is for alternative sports and recreational provision, the benefits of which significantly outweigh the loss of the current or former use.

11.5. Retention of Community Facilities

400. Tisbury has a wide range of indoor community facilities, including seven community spaces, a significant number for a village of its size, all of which are in frequent use for community purposes:

- Victoria Hall
- Elizabeth Hall
- Nadder Centre
- Methodist Hall
- Hinton Hall
- Catholic Church Reading Room
- Tisbury Parish Council Reading Room.

401. The Victoria Hall features a permanent stage with a proscenium arch and is well used by Tisbury Arts Group. The Victoria Hall is highly valued by the community and in recent years has received new investment.

402. TisPlan seeks the retention and continued use of all community facilities, with priority given to the refurbishment or conversion of existing facilities in preference to the creation of new facilities, where the former can meet the same need.

POLICY LC3: RETAINING COMMUNITY FACILITIES

1. Development leading to the loss of an existing community facility, or which would harm an existing community facility in such a way that it loses amenity value will not be supported unless it can be demonstrated that:
 - a) there is no longer any demand from within the local community for the existing facility; or

- b) the existing facility is no longer viable for its existing use in its present condition, having remained unsold and un-let for at least twelve months for its existing purpose following a genuine marketing exercise, taking into account prevailing market conditions.
2. Any proposal leading to the loss of a community facility should make alternative provision for the relocation of its existing community uses to an equally or more appropriate and accessible location.

11.6. *Public Open Space*

403. The National Planning Policy Framework recognises that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. High quality, multifunctional open spaces also play an important role in tackling the current climate and ecological emergencies. The Covid 19 pandemic further highlighted their value.
404. Wiltshire Council's existing strategy ²⁷⁸ on public open space is based on saved policies R2 and R3 of the Salisbury District Local Plan 2011, ²⁷⁹ which require developments to provide a minimum of 2.43 hectares of public open space in total per 1,000 population ²⁸⁰ on-site (unless off-site delivery would be more beneficial). The emerging Local Plan employs a standard of 4.8 hectares per 1,000 population set out in the Wiltshire Open Space Assessment 2020. The Open Space Assessment points to specific deficiencies of both amenity green space and play space within Tisbury, ²⁸¹ stating that these should be delivered through on-site provision. ²⁸²
405. Distance from the nearest open space is an important factor in promoting well-being and encouraging walking. ²⁸³ Given Tisbury's ageing population, hilly terrain and poor footways the walking distance to the nearest public open space or somewhere to sit will become an important consideration for young families and older people alike.

²⁷⁸ Wiltshire Core Strategy 2015, Core Policy 52, paragraph 6.94 and page 448 onwards

²⁷⁹ Saved Salisbury District Local Plan 2011 – Policies R2, R3 and Appendix IV

²⁸⁰ Or 0.8 hectares per 1,000 population of older people in specialist accommodation

²⁸¹ Wiltshire Open Space Assessment Update (2020), table 18

²⁸² Wiltshire Open Space Assessment Update (2020), figure 24

²⁸³ Existing Wiltshire Council standards require that children's play areas in new developments should be within a safe walking distance of no more than 200 metres of home for pre-school children and 400 metres for older children and be clearly visible from a number of dwellings.




POLICY LC4: PUBLIC OPEN SPACE

Within Tisbury's settlement boundary, new developments of 20 homes or more should meet the requirements for provision of new on-site public open space (including allotments, amenity green space, parks and recreation grounds, play space and natural green space) set out in the Wiltshire Development Plan and in addition should:

1. provide all amenity green space and play space forming part of the above requirements on-site;
2. ensure that designs offer high levels of natural surveillance, so that both amenity green space and play areas are clearly visible from a number of dwellings and are located in well-frequented parts of the development; and
3. ensure that no new home provided on the development is more than 200 metres easy walking distance from either:
 - a) a public bench or place to sit; and
 - b) a play space suitable for pre-school children.

APPENDIX 1 – LIST OF IMPORTANT LOCAL VIEWS (TISBURY VILLAGE)

The list below shows designated Important Local Views associated with Tisbury village. The views shown are either within or adjacent to Tisbury village and are designated as they need more careful management and conservation. In addition the rural areas of both parishes offer many outstanding views of the landscape of the NL. Each numbered view is shown with the prefix “VP” in Map 27, which follows the list. Footpath numbers relate to designated public rights of way, which are shown with the same number, (prefixed “TISB” or “WTIS”) on Wiltshire Council’s maps.²⁸⁴




IMPORTANT VIEWS FROM OUTSIDE THE SETTLEMENT BOUNDARY	
1	 <p>View from footpath 16 of Tisbury</p> <p>A view of great significance of the village of Tisbury from footpath 16 which is a popular place to walk with a bench at the top. It shows Tisbury’s built form going up the hillside from the River Nadder and floodplain and emphasises the linkage between the village and the rural landscape.</p>
2	 <p>View of village from Chantry Hill (© Tisbury Footpath Club)</p> <p>A closer view of the village showing the built form of Tisbury and the prominent position of the church within the village, and the rural landscape to the north.</p>
3	 <p>View looking towards Hindon Lane, Duck Street and the Nadder Centre</p> <p>This important view from footpath 17 looking towards Character Areas 1 and 2 emphasises Tisbury’s rural setting within the Cranborne Chase NL, and how the village’s built form has developed over the years blending into the landscape.</p>

²⁸⁴ As shown on the [Wiltshire Rights of Way Explorer Map](#)





4		<p>View of the Tithe Barn and Place Farm with the wooded ridge to the south-west</p> <p>A significant view, from footpath 17 looking towards the south-west, of the Grade I listed monastic grange and tithe barn showing its important setting within the surrounding landscape.</p>
5		<p>View from the Community Meadow looking towards Tuckingmill</p> <p>The Community Meadow, which was leased to Tisbury Parish Council on 1 October, 2012 for 99 years, is an important soft transition from outside the Settlement Boundary to the residential areas of Tisbury. It is of recreational, health and environmental importance.</p>
6		<p>View of Oddford Vale</p> <p>This view, from footpath 21 looking out from the edge of the settlement towards the West, is a clear example of Tisbury's rural location in the NL. An important footpath (16) runs along the length of the valley linking Tisbury to Newtown.</p>
7		<p>Tisbury and the Scheduled Monument site of the Medieval Village of Wyck</p> <p>This view shows part of footpath 13 that links East Hatch and Wick Farm to the village of Tisbury via Watery Lane. The view is of significance as a transition between the rural landscape and the village.</p>




IMPORTANT LOCAL VIEWS FROM INSIDE THE SETTLEMENT BOUNDARY

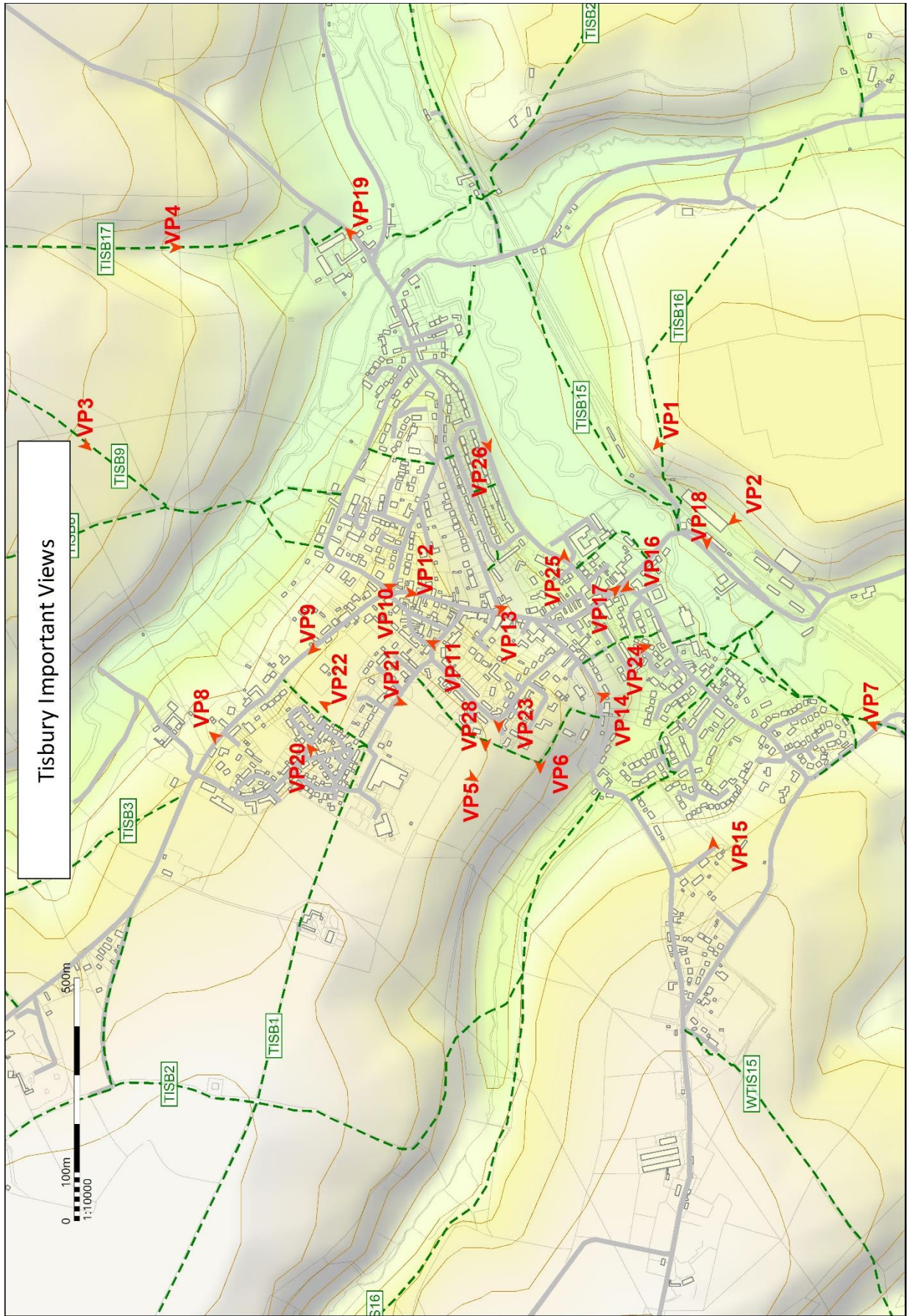
8		<p>Glimpsed view north from Hindon Lane <i>Character Area 1</i></p> <p>Hindon Lane is the main access route from the northwest and the A303. It is a deep, tree-lined lane with boundary hedges and walls restricting views. The glimpsed views north are important in giving perspective to the setting of the village.</p>
9		<p>View north-west down Hindon Lane <i>Character Area 1</i></p> <p>The deeply rural Hindon Lane is the main access route to the village from the northwest, the A303, and the outlying villages. Its trees, boundary walls and hedges are an important feature of this narrow lane</p>
10		<p>View north-east down Duck Street from The Cross <i>Character Area 2</i></p> <p>Duck Street, in the Conservation Area, has a semi-rural setting with glimpsed and open views of the valleys and slopes beyond. It gives perspective to the rural setting of the village.</p>
11		<p>View into The Quarry from Weaveland Road <i>Character Area 3</i></p> <p>Views are very limited within The Quarry, such is the narrow character of the townscape, but the consistent use of dressed Tisbury stone makes for a distinctive townscape within the Conservation Area.</p>

12		<p>View down the High Street (with the Boot Inn on the left) towards the wooded escarpment to the south <i>Character Area 4</i></p> <p>An important historic view which encompasses the wider setting of Tisbury as well as funnelling local views down the High Street and including the circa 1600 Grade II listed Boot Inn.</p>
13		<p>View over the Grade II* listed Gaston Manor towards Station Works and the wooded escarpment beyond <i>Character Area 4</i></p> <p>An important historic view from Park Road which is of significance to the history and setting of Tisbury.</p>
14		<p>View from Vicarage Road of St John's Church, Station Works, and the escarpment to the south <i>Character Area 5</i></p> <p>Vicarage Road is the ancient drove-way between Tisbury and the west. Important glimpsed views out into the valley between buildings provide an idea of the wider valley setting of the village, a real sense of height, and shows the way in which the buildings follow the contours of the landscape.</p>
15		<p>View of Tisbury from Mount Pleasant <i>Character Area 6</i></p> <p>Tuckingmill is a small rural hamlet straddling the hillside to the west of the village. The views of the village and the church show how Tisbury nestles into the surrounding landscape.</p>

16		<p>The Square and the High Street <i>Character Area 7</i></p> <p>The historic heart of the village showing the four roads connecting the commercial centre to the residential areas, the railway station, and further afield. The view up the High Street is effectively dominated by the Benett Arms.</p>
17		<p>View from The Square looking down Station Road <i>Character Area 7 towards Area 9</i></p> <p>The view south down Station Road is of significance as this is the road to the railway station from the heart of the village. Bridge House, formerly the Arundell Arms (built 1859-1867) acts as the focal point.</p>
18		<p>View from the Railway Station over the floodplain to the church and village <i>Character Area 9 towards Area 8</i></p> <p>The long views of the village from the elevated access road to the station and Station Road take in the riverside setting of the church and brewery and are characterised by large trees and the buildings are seen within their natural context. It is the view that greets passengers off the train.</p>
19		<p>View from the Tithe Barn along the road to Chilmark <i>Character Area 10</i></p> <p>The cluster of medieval buildings at Place Farm forms a distinctive “gateway” to the village from the north-east.</p>

20		<p>Glimpsed view north down Turner Avenue</p>
21		<p>View over King George V playing fields looking south-west</p>
22		<p>View north from Weaveland Road allotments</p>
23		<p>Chantry View, Churchill Estate</p>
		<p><i>Character Area 12</i></p> <p>The Wyndham Estate development, built in the 2010s, does not have extensive views, but the view to the north links the development to the broader rural landscape.</p> <p><i>Character Area 14</i></p> <p>An important view over the King George V playing fields from near the highest point of the village. The playing fields are an important recreational area and protected local green space</p> <p><i>Character Area 14</i></p> <p>The allotments are an important protected local greenspace in the village with health and recreational benefits. The views to the north link the allotments to the rural landscape beyond.</p> <p><i>Character Area 15</i></p> <p>An important “village green” effect site, with views to the west, in the Churchill Estate. It is of recreational, health and environmental importance. There is a path leading out of this green space which links to footpath TISB21, the Community Meadow, the school, the King George V playing fields and the Nadder Centre.</p>

24		<p>Glimpsed view of St John's Church from Paradise Meadow <i>Character Area 17</i></p> <p>Glimpsed views within this high density area of the village are an important means of linking this modern development to the medieval church bringing a sense of place.</p>
25		<p>View of the floodplain and the escarpment beyond from the public carpark <i>Character Area 19</i></p> <p>The ridge to the south of the River Nadder floodplain is an important feature of Tisbury as it nestles the village into its setting in the Nadder Valley. A well-used footpath TISB15 runs along the floodplain from Station Road to Tisbury Row with recreational and health benefits.</p>
26		<p>View West along the tree-lined The Avenue to the centre of the village <i>Character Area 20 looking towards areas 19 and 8</i></p> <p>On the main access road to the village from the east this is one of the first views of the village and the floodplain. It is an important view as it links the residential areas to the floodplain and the commercial heart of Tisbury. The view from the railway line as trains approach Tisbury Station is towards this area.</p>



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Map 27 Tisbury Important Local Views (larger scale map)

APPENDIX 2 – LIST OF NON-DESIGNATED HERITAGE ASSETS

No	Area
1	The Avenue: 1-4 consecutive
2	Beckett Street: 1-10 consecutive
3	Chicksgrove Lane: 112, 114, 116, Strongs (Wild Rose) Cottage
4	Chilmark Road: 96-99 consecutive
5	Church Street: 1-5 (consecutive)The Greens, Martelli Bridgend, Roslyn
6	Court Street: 1,2, Cherry Cottage, Nos.1 & 2 Coronation Cottage, The Cottage, Ivy Cottage and Riverside
7	Cuffs Lane: Zion Hill Cottage
8	Duck Street: 125, 126, Bury Lodge, Cobbles, Gosling Cottage
9	High Street: 12, 17, Arundell House, Barn Cottage, Bridge House, Cleveland House, Garden, Old Riverside Dairy, St Anthony's Cottage, Trellis House, Vale View, Victoria Rise, Victoria Hall
10	Hindon Lane: 1-8 consecutive, Alexandra Villas, Anchor Cottage, Barroby House, Glenside, Italian Cottage, The Cottage.
11	Park Road: The Old Vicarage, Southlands
12	Station Road – the former Arundell Hotel (now Bridge House) and the former South Western Hotel (now South Western Public House)
13	Station Approach – Tisbury Railway Station and its buildings
14	The Quarry: All houses within the area known as 'The Quarry', including Jackson Terrace & Temperance Row, excluding the new houses "Ashlar" and "Crump" adjacent to the former Cross Inn
15	The Square: Albany House
16	Tisbury Row: 102, 103, 104
17	Tuckingmill Hamlet: 103 and the Old Primitive Methodist Chapel; Quarry House and the stone cottages at the top of the hill in Tuckingmill and Monmouth Road
18	Vicarage Road: Cleeve Hill, The Grange, The Red House, Glebe Cottage

APPENDIX 3 – SUPPORTED USES TABLE

This table shows supported uses for each Character Area and should be read in conjunction with the Character Area Statement. The effect of the table is to steer development towards sustainable locations that can best contribute to (and can be supported by) each Character Area.

The table shows supported **new development uses** for land and buildings in each Character Area (including conversions from other existing uses) referring where appropriate to the Use Classes set out in the Use Classes Order 1987 as amended.

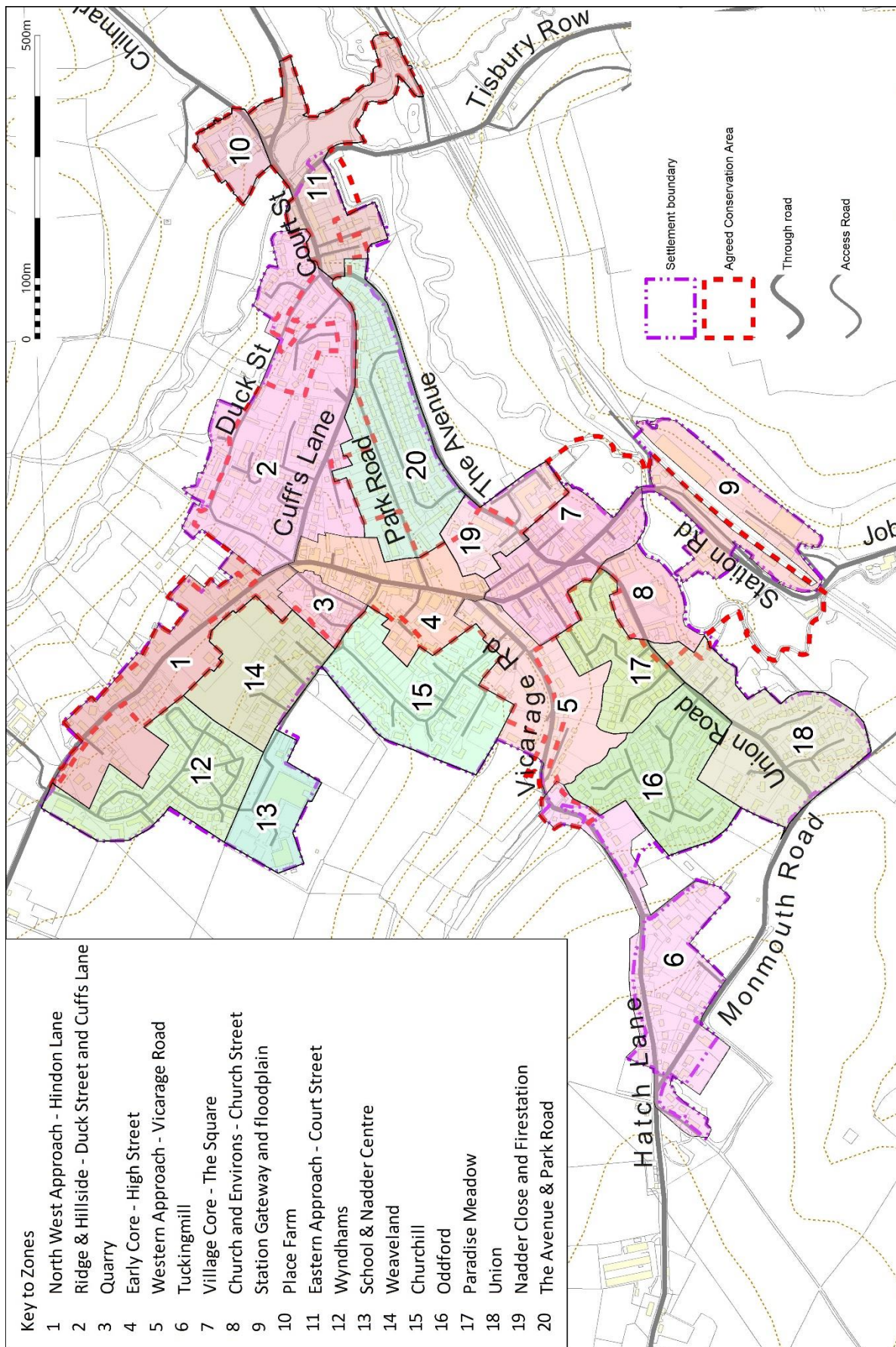
New uses should wherever possible be directed towards sustainable locations following the list of supported uses below, with exceptions highlighted for further assessment in accordance with Policy DB6.

Character Area	Sub Area	Supported Development Uses (subject to the other policies of this Plan)
1 North-west Approach – Hindon Lane	The entire Character Area	Homes (Use Class C3)
2 Ridge and Hillside – Duck Street and Cuffs Lane	The entire Character Area	Homes (Use Class C3)
3 The Quarry	The entire Character Area	Homes (Use Class C3)
4 Early Core – High Street	The entire Character Area	Homes (Use Class C3)
	Properties fronting the upper part of Tisbury High Street	Limited reinstatement of community, service and retail uses (Use Classes C1, E, F1 and F2) through sympathetic conversions where they will not generate significant footfall or vehicle movements
5 Western Approach – Vicarage Road	The entire Character Area	Homes (Use Class C3)
6 Tuckingmill	The entire Character Area	Homes (Use Class C3)
	Brownfield land adjacent to the Old Chapel and Tuckingmill Farm	Limited commercial uses (Use Classes B2 and E, sub-paragraph (g)) that are compatible with these sites' location and poor access
7 Village Core – The Square	The entire Character Area	The following uses, subject to Note 1 below: <ul style="list-style-type: none"> • Tourist hotels and guest houses and residential homes (Use Class C1 and C2); • Commercial Business and Service (Use Class E); • Learning and Community (Use Classes F1 and F2); • Sui generis launderette, public house, wine bar or drinking establishment with expanded food provision, hot food takeaway, under paragraph 3(6)(e); 3(6)(f) of the Town and Country Planning

Character Area	Sub Area	Supported Development Uses (subject to the other policies of this Plan)
		(Use Classes) Order 1987 as amended; and <ul style="list-style-type: none"> Use of infill sites for homes (Use Class C3)
8 The church and environs – Church Street	The entire Character Area	Homes (Use Class C3)
9 Station “gateway” and floodplain	Land south of the West of England railway line.	Uses in accordance with Site Allocation Policy HS4
	Land between the West of England Railway Line and Station Road	The following uses: <ul style="list-style-type: none"> Tourist hotels and guest houses (Use Class C1); Use Class B2, B8, E(c) to E(g) and F1; Use Classes E(a) and E(b) where its location close to the Station is essential and could not be delivered closer to Tisbury village High Street; and Sui generis sale or display for sale of motor vehicles, taxi businesses and business for the hire of motor vehicles under paragraph 3(6)(e) and 3(6)(f) of the Town and Country Planning (Use Classes) Order 1987 as amended
	Land north of Station Road	Essential Infrastructure and Water Compatible uses only
10 Place Farm and Tithe Barn	The entire Character Area	Homes (Use Class C3) Use Classes E, F1 and F2
11 Eastern Approach – Court Street	The entire Character Area	Homes (Use Class C3)
12 Wyndham Estate	The entire Character Area	Homes (Use Class C3)
12 Wyndham Estate	Wyndham Commercial Estate (Land north of Grosvenor Drive between Mayhew Row and Hindon Lane)	Use Class B2, B8, E(c) to E(g) inclusive and F1
13 School and Nadder Centre	The entire Character Area	Homes (Use Class C3) Use Classes E(c) to E(g) inclusive, F1 and F2
14 Weaveland	The entire Character Area	Homes (Use Class C3)
15 Churchill	The entire Character Area	Homes (Use Class C3)
16 Oddford	The entire Character Area	Homes (Use Class C3)
17 Paradise Meadow	The entire Character Area	Homes (Use Class C3)
18 Union	The entire Character Area	Homes (Use Class C3)

Character Area	Sub Area	Supported Development Uses (subject to the other policies of this Plan)
19 Nadder Close and Fire Station	The entire Character Area	Homes Use Class C3) Residential Institutions (Use Class C2)
20 The Avenue and Park Road	The entire Character Area	Homes (Use Class C3)

APPENDIX 4 – CHARACTER AREA MAP



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