



Tisbury and West Tisbury NEIGHBOURHOOD DEVELOPMENT PLAN 2017 - 2030

Pre- Submission Version

In compliance with Regulation 14 of the Neighbourhood
Planning (General) Regulations 2012

For the period 10th July - 8th September 2017



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Qualifying body: Tisbury Parish Council

This plan has been developed with the commitment and contributions of TisPlan Steering Group and the local community.

With thanks to Locality and the Parish Councils of West Tisbury and Tisbury for their financial support.

Figure 1 (front page) - The Square, Tisbury

Figure 2 (above) - view from The Square, Tisbury, facing North

Table of Contents

Foreword	p.4
Executive Summary: Key development challenges to be addressed by TisPlan	p.5
Using this Plan	p.6
About the TisPlan area	p.7
Summary of TisPlan Vision and Objectives	p.9
Buildings	p.14
Transport	p.30
Employment and Enterprise	p.40
Leisure, Community and Wellbeing	p.44
Countryside and Environment	p.50
Conclusion: what happens next?	p.59
Abbreviations used in TisPlan	p.61
Appendix 1 - TisPlan Evidence base *	p.62
Credits	p.64
<i>Figures (maps and boxes)</i>	
Box 1	County Wildlife Site designations and biodiversity features p.53
Map 1	Designated Plan Area of Tisbury and West Tisbury parishes. Designated July 2015. p.7
Map 2	Tisbury (local service centre) in relation to the Community Area. p.8
Map 3	Proposals map. p.12
Map 4	Tisbury Settlement Framework Boundary (as of July 2017). p.18
Map 5	Proposed Tisbury Settlement Framework Boundary (currently out for consultation, as of July 2017). p.18
Map 6	Site allocation map BL.4 and BL.5. p.22
Map 7	Tisbury and West Tisbury Area Heritage Sites. p.24
Map 8	Tisbury Character Areas. p.26
Map 9	Public rights of way in the neighbourhood area. p.33
Map 10	Local Green Space Allocations Map. p. 46
Map 11	The Cranborne Chase and West Wiltshire Downs AONB. P. 51
Map 12	Important nature sites in the neighbourhood area. p.52
Map 13	Nature sites and biodiversity in the neighbourhood area. p.52
Map 14	Flood Risk zones 2 and 3 (medium and high risk) in the neighbourhood area. p.55
Map 15	Detailed flood map zones 2 and 3 (medium and high risk) in Tisbury village. p.55
Map 16	Summary map of key designations (external) in the Tisbury area. p.60

*For Appendices and Annexes (listed in Appendix 1, Evidence base) please visit www.tisplan.org.uk.

Tisbury and West Tisbury Neighbourhood Plan (TisPlan) – Foreword

People love this area: it is friendly and welcoming. They love the open countryside, the winding river and the narrow lanes. They value the advantage of Tisbury railway station and the wide range of local shops and facilities in the bustling high street. All of this has evolved through the centuries, without any necessity for a ‘Neighbourhood Plan’. So why do we need one now?

As part of a move to devolve power more widely in the UK, the Localism Act 2011 invited every local community to set out its own views on local planning ‘land use’ issues in a Neighbourhood Development Plan (NDP). Essentially, we are expected to develop a plan for the future growth of the community.

In 2007, the Parish Councils of Tisbury and West Tisbury produced a joint Parish Plan ‘TisVis’, which consulted the local community on their priorities for the future over a range of issues including health, education, employment, local services, the High Street, housing and the environment. Whilst this was a thorough piece of work, accepted by the then Salisbury District Council, and reviewed in 2012 and 2014 by Tisbury Parish Council, it carried no weight as a planning document. If adopted, this new ‘neighbourhood plan’ will form part of local planning framework. It will be a ‘material consideration’ and will be used to manage development in Tisbury and West Tisbury from 2017 until 2030.

‘TisPlan’ is the product of over three years’ community consultation and evidence gathering by the Tisbury and West Tisbury Neighbourhood Plan Steering Group. It is now for the local community to decide whether the vision, objectives and policies in TisPlan respond to local needs.

The consultation period will run from 10th July - 8th September 2017. To give your feedback, please use the TisPlan (Reg 14) Consultation Form available at www.tisplan.org.uk. Alternatively, ask for a form in Tisbury Post Office, or request a copy by email from: TisPlan@tisbury-biz.co.uk.

Reference copies of TisPlan are available at the Library and Tisbury Parish Council Reading Room (former Library). If you would like your own printed copy of the Draft Plan, it is available on request from Tisbury Parish Council, price £10.00 to cover printing costs (annexes - prices on request). Contact: Sandra Harry, The Clerk 01747 260088, or by email (tisburypc@gmail.com).

A TisPlan Open Morning will be held on Saturday 22nd July between 9am-1pm at the Reading Room (former Library), Tisbury High Street. Steering group members will be happy to talk through the plan and discuss any feedback or questions you may have.

We look forward to receiving your feedback on TisPlan.

Janet Amos
Chair – TisPlan Steering Group

Executive Summary: development challenges to be addressed by TisPlan

The strategy for TisPlan is to provide for modest growth of both housing and employment, ensuring that development is balanced and aiming to minimise outward commuting. The aim is to provide support for local services and the wider community, and to ensure that any local development takes account of the local economic, geographical, historical and social context of the 'neighbourhood area' of Tisbury and West Tisbury.

This is a small rural community, steeped in history, nestling in the Nadder Valley, 15 miles west of Salisbury. It is poorly served by public transport (except for the railway). There are no main roads running through the village and all of the access roads are winding; narrow pinch points, no pavements and low bridges all combine to preclude their use by heavy vehicles. However, this is also a thriving community which values its vibrancy, wishes to continue to thrive and needs to maintain its services and local employment in order to continue to prosper.

In 2006, Wiltshire's Core Strategy imposed a development target on Tisbury and the surrounding 'Tisbury Community Area' of 420 new dwellings across the community area by 2026. Of these, 200 were allocated to Tisbury and 220 to the rest of the Community Area, which stretches from Hindon in the north to Tollard Royal in the south. By 2015, Tisbury itself had seen the fulfilment of most of its own target, with only 39 dwellings remaining to be identified at that time.

Given that a substantial percentage of our development target has already been achieved, we have extended the TisPlan timeframe beyond 2026, to 2030. The proposed allocation of Station Works for substantial mixed development has the potential to deliver Tisbury's remaining target.

The TisPlan neighbourhood area also includes West Tisbury, where we are cautiously supportive of regeneration and reinvestment of small brownfield sites, on a scale that can readily be absorbed by the existing community.

Typically for a rural community, this area has an ageing population and a shortage of Affordable homes for local people. Unless these factors are addressed holistically then this could affect the vibrant and strongly independent high street, and the provision of vital local services and amenities.

Accordingly, our aim is to deliver a modest and sustainable level of development as defined in the National Planning Policy Framework (NPPF, 2012):

“Economically sustainable– contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

Socially sustainable – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

Environmentally sustainable – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

TisPlan seeks to provide for a broader mix of dwellings than currently defined in the existing policy on affordable homes, including ‘low-cost’ housing to accommodate starter homes and the provision of accommodation for the elderly, enabling them to downsize and free up the existing housing stock. The plan facilitates the potential for community-led development, as this can be a lower-cost option than open-market housing.

It is important to maintain Tisbury’s role as a ‘Local Service Centre’ (as defined in the Wiltshire Core Strategy), wherever possible retaining and promoting local employment. TisPlan’s policies seek actively to protect small-scale employment, by extending the Wiltshire Core Strategy Policy CP35 to include sites under 0.25ha (approx. 0.6 acres).

TisPlan also aims to provide solutions to the area’s parking issues; to promote well-being of local residents; to achieve net gains to biodiversity in new development and to protect and expand natural and community assets. Its development strategy will respect the area’s local character within the built and natural environment, all of which sits within the AONB - a nationally designated landscape.

Taken together, the range of policies as set out in this plan aims to facilitate comprehensive, creative and sustainable development from 2017-2030.

Using this Plan

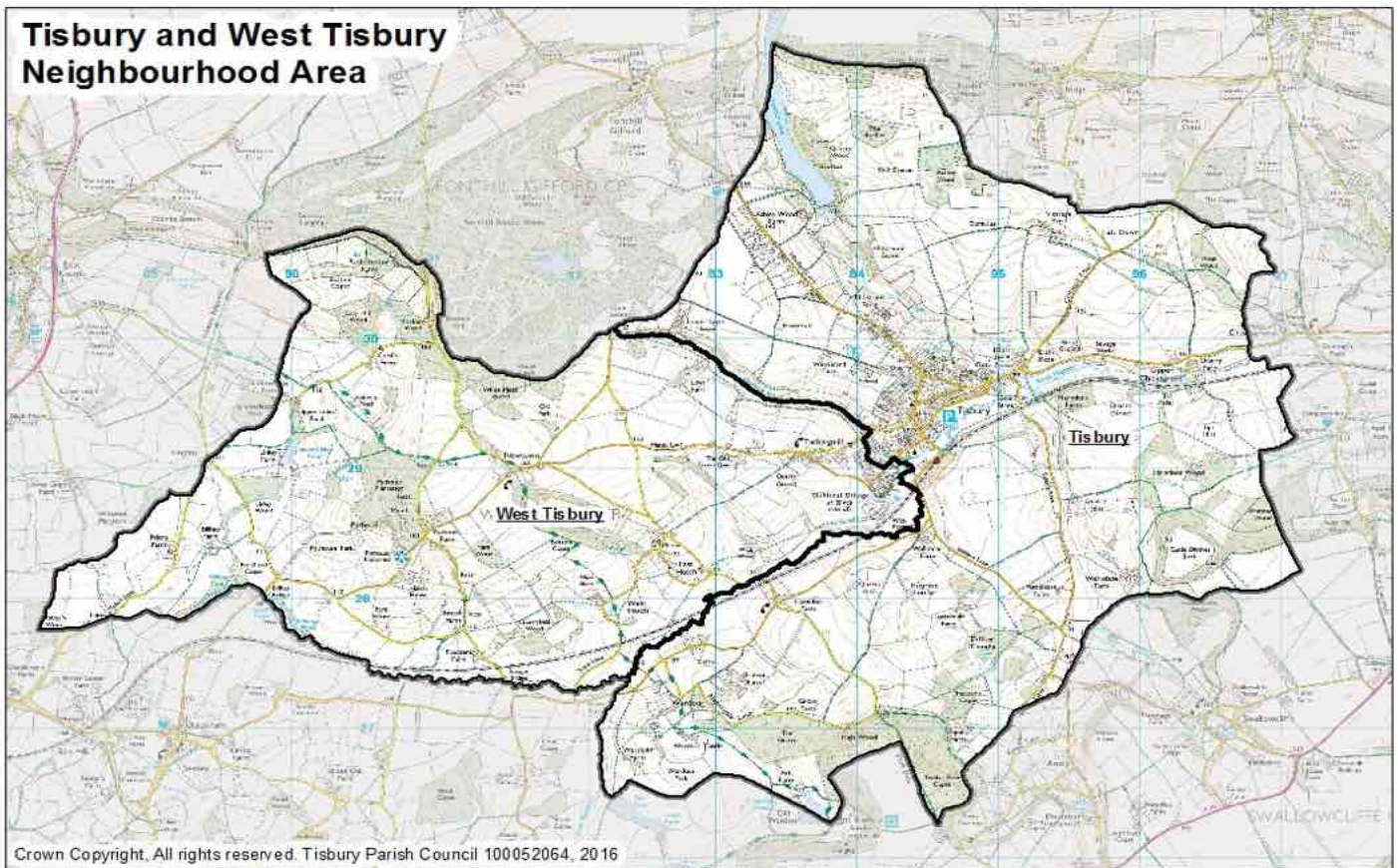
The overall vision of the plan has been developed from the public consultation as outlined in Appendix 2, *TisPlan timeline and community consultation* and aims to be in conformity with local and national policy.

Each section gives a broad overview of the key issues with the corresponding objectives and policies that support the overall vision of the plan. The corresponding page number for each of the policies is laid out in tables for each of the respective policies on pages 9-11. The evidence base that supports the policies is listed in Appendix 1 at the end of this document and these documents are available at www.tisplan.org.uk.

To ensure TisPlan continues actively to address the issues raised in this plan, these policies have corresponding actions proposed for the two Parish Councils of Tisbury and West Tisbury to implement, which are listed as Action Points at the end of each section.

About the TisPlan Area

The adjacent parishes of Tisbury and West Tisbury - 'the neighbourhood area' - are comprised of two of the sixteen parishes of the Tisbury Community Area in South West Wiltshire (which is, as a whole, the second least populous area in Wiltshire). Both parishes are set in an area of distinctly rural character, within in the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (referred to hereafter as 'AONB'), designated 1974.



Map 1 (above) - Designated Plan Area of Tisbury and West Tisbury parishes. Designated July 2015

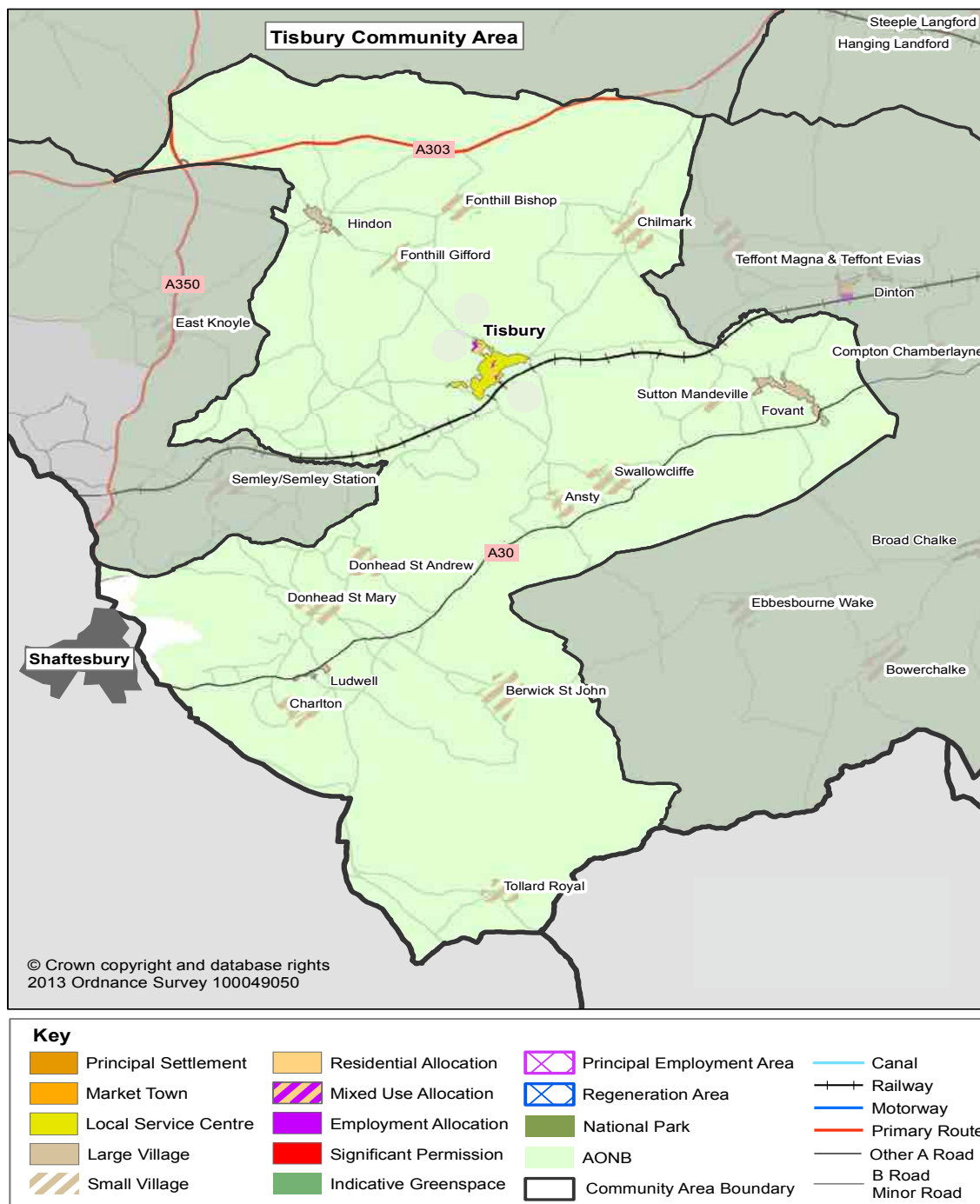
Tisbury itself is very clearly the dwelling place for the majority of the residents in the neighbourhood area (population 2,253 - 2011 Census). The village of Tisbury is administered by both Tisbury and West Tisbury Parish Councils with each being responsible for a different geographical area. The rural hinterland of Tisbury parish is shared with West Tisbury (population 573 2011 Census) with the boundary cutting across the western quarter of Tisbury village. The hamlets of Tuckingmill, East Hatch, Kinghay, Newtown, and West Hatch are included in the parish of West Tisbury. The rural part of Tisbury parish includes the hamlets of Wardour, Hindon Lane and Upper Chicks Grove as well as numerous scattered farms.

Tisbury is the largest village in the Nadder Valley providing a rich offer of local services and shops in its vibrant high street.

The area's distinctly rural, yet bustling, character and good rail service has attracted substantial inward migration and the village has continued to evolve and grow. As the population has expanded, and as more small businesses have moved in, most of the High Street shops and pubs have managed to survive competition from nearby towns. These include 28 local independent shops and businesses, Tisbury surgery, a dental practice, garage, three pubs and a tearoom (as of May 2017).

The new Nadder Centre, which opened in October 2016 houses the library, sports hall, pre-school, and children’s centre, together with offices and meeting space for local groups and businesses. There are two primary schools in the area but no secondary schools, with Shaftesbury and Gillingham mainly providing these for the area. The value of Tisbury’s high street, local railway station and links with the neighbouring area is recognised by its designation as a local service centre by Wiltshire Council.

Tisbury benefits from excellent rail connections to Exeter and Salisbury, with a direct service to London Waterloo in less than two hours. There are also two A-roads passing nearby: the A303 running east to west and the A30 Salisbury to Shaftesbury road. Although Tisbury is close to these links, locally the road network is poor. Car ownership and long-distance commuting are above average. Although there is modest employment in Tisbury, there is evidence that the community feels that there are limited job opportunities.



Map 2 (above) - Tisbury (local service centre) in relation to the Community Area. Source: Wiltshire Council.

Summary of TisPlan Vision and Objectives

Overall TisPlan vision

“The TisPlan neighbourhood area will encourage modest, sustainable growth that promotes the wellbeing of its residents, the vibrancy of its local economy and the protection of the AONB at the core of all development decisions’.

TisPlan policy objectives

1. Housing and Buildings - BL

VISION: The population will increase moderately, served by a broad mix of housing. Developers will prioritise the redevelopment of existing brownfield over greenfield sites. Buildings and layouts will be sympathetically designed so that they blend with the character of the existing settlement and respect the constraints and aspirations of the AONB.

Policy No	Policy Name	Objective	Page
Building BL.1	Providing a broad mix of housing	Housing supply should meet the overall housing needs of the community and should include a broad mix of housing types with sufficient provision of Affordable homes.	p.15
Building BL.2	Affordable housing criteria	Affordable dwellings should be allocated with priority to those with a local connection.	p.15
Building BL.3	Proposed allocation of development sites	Permit the appropriate development of brownfield sites and support limited, sustainable development on rural exception sites.	p.17
Building BL.4	Site Allocation: Station Works	Ensure redevelopment of Station Works site in line with community priorities, including provision for an elderly population.	p.20
Building BL.5	Site Allocation: Former Sports Centre adjacent to St John’s School	Safeguard the brownfield land site of the old sports centre adjacent to St John’s School to allow for future expansion of educational provision.	p.21
Building BL.6	Design	Development should be of designs that are sympathetic to their setting and be sensitive to local character, landscape and vernacular style.	p.24
Building BL.7	Conservation Areas	Conserve and enhance the Conservation Areas.	p.27
Building BL.8	Energy	Ensure new developments are sustainable and built to exemplary low-energy standards.	p.27
Building BL.9	Infrastructure Provision	Ensure development supports integrated infrastructure provision in a timely manner and reflects local needs and priorities.	p.28

2. Transport - TR

VISION: Provision for use of more sustainable means of transport (walking, cycling and energy efficient vehicles) will be encouraged through improvements to non-vehicular rights of way and better integration of public transport services, especially at peak times.

Policy No	Policy Name	Objective	Page
Transport TR.1	Tisbury railway station	Ensure that any new development at or near Tisbury Railway Station provides space for and does not preclude, future growth of the railway network or the improvement, expansion and modernisation of the station.	p.34
Transport TR.2	Parking provision	Encourage greater than the minimum levels of car parking in all new development.	p.36
Transport TR.3	Innovative parking solutions	Parking provision should be sensitive to landscapes within the AONB.	p.36
Transport TR.4	Heavy goods vehicles and agricultural traffic impacts	Mitigate the adverse impact of agricultural traffic and larger vehicles on the narrow lanes, which causes erosion of the banks and exacerbates localised flooding.	p.37
Transport TR.5	Sustainable transport	New development should encourage sustainable transport.	p.38

3. Employment and Enterprise - EM

VISION: Quality local employment sites will attract a wide skills base, reflecting local diversity and a resilient local economy.

Policy No	Policy Name	Objective	Page
Employment and Enterprise EM.1	Promoting economic activity	Promote further employment provision and encourage new opportunities appropriate to the community.	p.41
Employment and Enterprise EM.2	Protecting employment activity	Protect existing employment provision.	p.43

Summary of TisPlan Vision and Objectives

4. Leisure, community and wellbeing - LCW

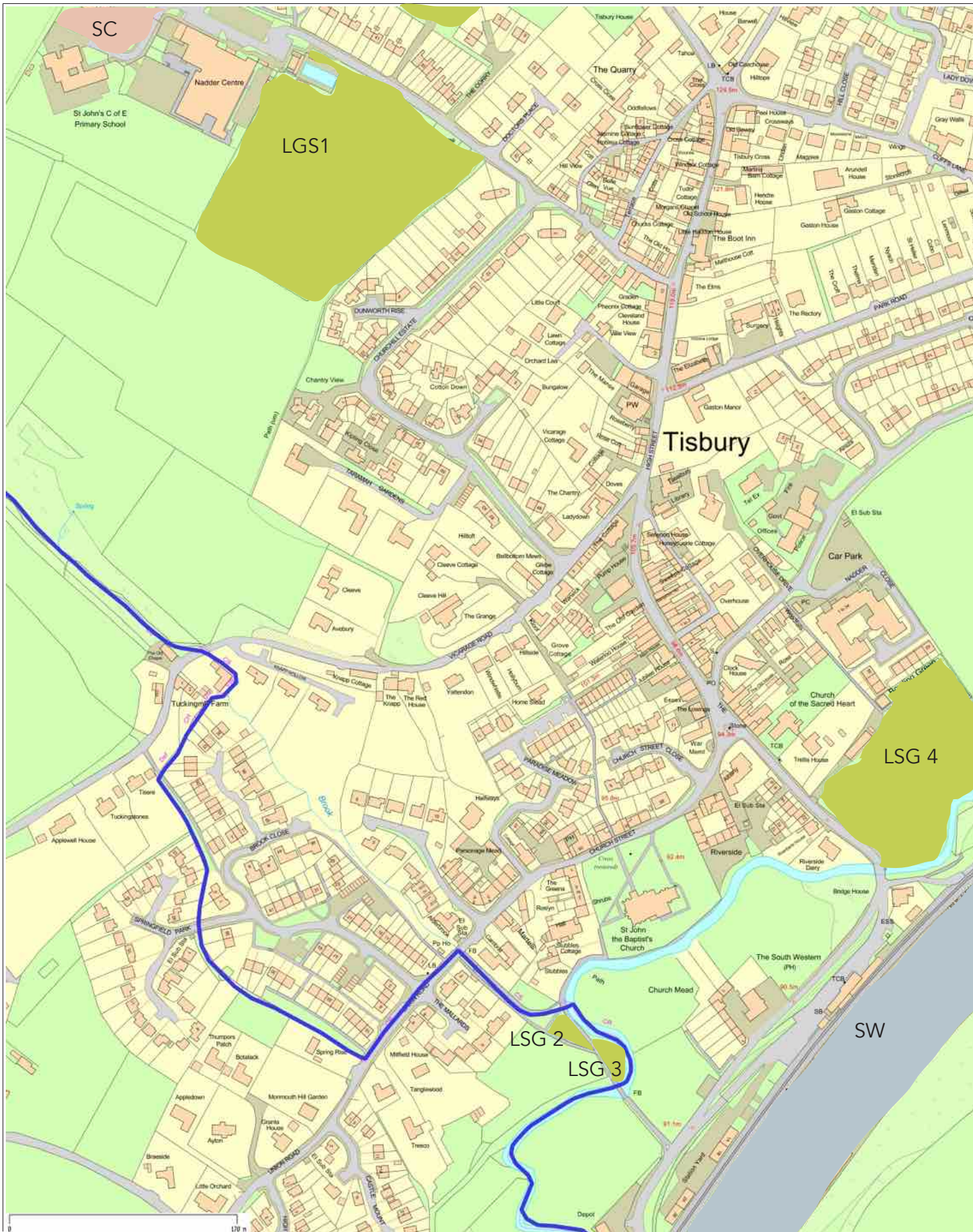
VISION: The provision of recreational and community facilities will be protected and enhanced, contributing to the wellbeing of local residents and visitors to the area.

Policy No	Policy Name	Objective	Page
Leisure, community and well being LCW.1	Local Green Space	Maintain and protect existing recreational services and facilities (e.g. play parks, recreational areas and leisure provision).	p.45
Leisure, community and well being LCW.2	Community assets and community-redevelopment	Protect community assets and/or promote appropriate community-led re-development for uses that encourage community activities, e.g. events, leisure etc .	p.47
Leisure, community and well being LCW.3	Amenity space	Provide quality open, natural and/or leisure spaces as an integral part of new developments.	p.48

5. Countryside and Environment- CT

VISION: The rural area will change little and new development will not impact the open countryside and biodiversity within the AONB. Areas at risk from flooding will be protected and excluded from development.

Policy No	Policy Name	Objective	Page
Countryside and Environment CT.1	The AONB	Conserve, enhance and protect the open countryside and the AONB.	p.51
Countryside and Environment CT.2	Biodiversity	Minimise the impact of new development on the environs of each site; conserve and encourage, and where possible, provide for improvements in biodiversity.	p.54
Countryside and Environment CT.3	Flood risk	Ensure that the location of new development is not situated in areas of flood risk and will not exacerbate or contribute to flooding elsewhere.	p.56





Legend:

Local Green Spaces

- LGS 1 King George V Playing Fields, Weaveland Road
- LGS 2 Stubbles Play Area, Stubbles
- LGS 3 Sensory Garden, Stubbles
- LGS 4 Lower Recreation Ground, Station Road
- LGS 5 Allotments, Weaveland Road

Site allocations:

- Mixed development: Station Works, SW
- Education: Site adjoining St John's School, including site of the old Sports Centre, SC

Map 3 - Proposals map. [map needs to be rescaled to include LSG5 - see map p.46 for all LGS allocations]

Housing and Buildings

Background and Rationale

The neighbourhood area has a relatively stable population, with the majority of residents indicating that they are content with their current accommodation. However, the area is also becoming increasingly popular. The neighbourhood plan area has seen a sharp increase in the number of houses in the past decade: between 1999 and 2008 100 new houses were developed; an increase of 20% in ten years. Currently, out of the 200 dwellings allocated to the plan area within the Wiltshire Core Strategy, 167 have already built, 9 further dwellings have planning permission and there is a further requirement for 24 additional houses in the plan period*.

The plan area has an ageing population with a high proportion of residents within the 45 - 59 and 60+ age groups (54.9% for Tisbury and 56.1% for West Tisbury) compared to the regional and national averages (46.5% and 41.7%, respectively). This may be due to the attractiveness of the area as a place to retire, but also potentially because of financial pressures from high costs of home ownership and market rental prices that discourage many younger people from living in the area; house prices are at levels now beyond the reach of many people of all ages.

As the proportion of young people reduces, the age profile of the village favours the better off and for elderly residents who can afford to stay in their homes. The result is that the community may begin to lose its resilience, energy and vibrancy. At the same time, the demographic of the ageing population is likely to mean that about one quarter of the current housing stock will inevitably change ownership over the next 20 years.

TisPlan aims to support the delicate balance of allowing for sustainable economic growth and providing opportunities for affordable living for all residents whilst retaining its distinctly rural character. The aim is for modest new growth in Tisbury to be sympathetically designed and located so that it blends with the village, taking account of the constraints presented by the narrow access roads and the sensitive landscape of the AONB.

Development controls are also required to ensure housing development remains within the capacity of the village infrastructure and to support local people who may otherwise be priced out of the area.

VISION: Housing and Buildings

The population will increase moderately, served by a broad mix of housing. Developers will prioritise the redevelopment of existing brownfield over greenfield sites. Buildings and layouts will be sympathetically designed so that they blend with the character of the existing settlement and respect the constraints and aspirations of the AONB.

* *Housing Land Supply Statement (2016), Wiltshire Council.*

Buildings BL.1 Providing a broad mix of housing

Housing supply should meet the overall housing needs of the community and should include a broad mix of housing types and sufficient provision of Affordable homes.

‘Affordable housing’ is defined as social rented, Affordable rented and intermediate housing that is provided to eligible households whose needs are not met by the open housing market (see Appendix 5, Glossary of planning terms for the government definition of Affordable housing).

TisPlan seeks to extend the objective of ‘affordability’ to allow for a range of ‘low-cost’ dwellings, such as starter homes and smaller dwellings for the elderly who may be looking to downsize, as clearly is shown from results in the TisPlan questionnaire (Qu 4). For instance, Community Land Trusts and/or other forms of community-led housing may be part of a locally-driven, lower-cost housing supply, particularly if they prioritise local housing needs.

Policy BL.1 Providing a broad mix of housing

Proposals for new residential dwellings should meet the housing needs of the community with respect to a mix of housing types and affordable housing provision. Affordable housing is understood to include housing provision below market value as either social rented, affordable rented, or intermediate housing (see Appendix 5, *Glossary of planning terms* for a definition of these housing types).

However, this plan considers that starter homes, smaller dwellings for the elderly who may be looking to downsize, self-build, and/or community-led development (such as a community land trust), are also opportunities to provide for lower-cost housing to meet the broader needs of the community.

Buildings BL.2 Affordable housing criteria

Affordable dwellings should be allocated with priority to those with a local connection.

As evidenced through and outlined in TisVis, TisPlan found that Affordable housing should remain so in perpetuity, and that existing residents should have priority in its allocation (e.g. Community Land Trust, where affordability and local need are held in perpetuity).

Policy BL.2 Affordable housing criteria

In line with the definition in BL1, new affordable houses in the plan area shall, whenever they become available, always be allocated to persons whose housing needs are not met by the open market and give first priority to individuals who meet *at least two of the following criteria*:

- i) who have a minimum period of five years permanent and continuous residence in the Parishes; or
- ii) who are not now resident in the neighbourhood area but have a local connection, including a period of permanent and continuous residence of five years or more within the last ten years; or
- iii) who have an essential need to live close to another person who has a minimum of five years permanent and continuous residence in the neighbourhood area, the essential need arising from proven age or medical reason; or
- iv) who need to move from tied accommodation in the plan area (e.g. retired farmworkers or if their accommodation has become insecure).

Buildings BL.3 Proposed allocation of development sites

Permit the appropriate development of brownfield sites and support limited, sustainable development on rural exception sites.

As demonstrated by consistent results from both TisVis in 2007 and in the TisPlan questionnaire (Qu 5), local residents overwhelmingly support development of brownfield sites as a priority and are strongly against greenfield development. Development should therefore be directed to brownfield sites, in compliance with the National Planning Policy Framework (NPPF). This strategy is supported by evidence and advice from AECOM in their site assessment analysis.

In addition, there is some evidence of a demand for limited development of small brownfield sites within West Tisbury, providing the character of the AONB in the outlying settlements is not adversely affected.

Development that supports mixed-use development on exception sites may be considered if it contributes to sustainable economic growth and/or social wellbeing, and delivers affordable housing provision.

Most traditional agricultural buildings now struggle to be used economically for commercial farming purposes. Therefore, alternative use of those buildings to provide employment or wider economic benefit should be positively encouraged. The AONB guidelines are clear and encouraging, subject to design and scale and type of operations.

The Tisbury area however, is generally restricted in term of access due to narrow country lanes and therefore commercial use should be sensitively planned.

There are numerous good examples of the conversion of farm buildings within the Tisbury area and surrounding parishes where both traditional and more modern farm buildings have been subject to change of use to provide employment opportunities or wider farm diversification such as tourism (B&Bs) etc. There are also examples of genuine live/work units within the Tisbury area which have been successful and could be looked at positively.

Specific examples for change of use in the wider local area (e.g. Place Farm, Tisbury; Fonthill Estate, Manor Farm at Chilmark, Chaldicott Barns at Semley, and Glebe Barns at Hindon) have already included:

- Office accommodation
- Vet
- Warehousing and Distribution
- Housing alternative energy
- Sawmill
- Brewery
- Workshops for carpentry, mechanics, furniture making
- Event catering kitchens
- Party /Wedding venues
- Craft workshops
- Galleries

The above examples provide approximately 200,000 square ft. of commercial space and probably offer in the region of 400 job opportunities locally, proving that they can make a significant contribution to the local economy and provide income from non-domestic rates.

Policy BL.3 Proposed allocation of development sites

The neighbourhood plan will welcome proposals for the re-development of brownfield sites (see Appendix 5, *Glossary of planning terms*). TisPlan considers the redevelopment of previously used land will always be preferred.

Redundant buildings in areas outside the housing policy boundary (see map 3) will be considered for redevelopment where they do not compromise the character of the AONB; any application that seeks to convert brownfield sites with current or former employment activity, or convert commercial to other uses, must be in compliance with Policy EM.1 (i.e. to explore the possibility of retaining the site for commercial and or employment purposes).

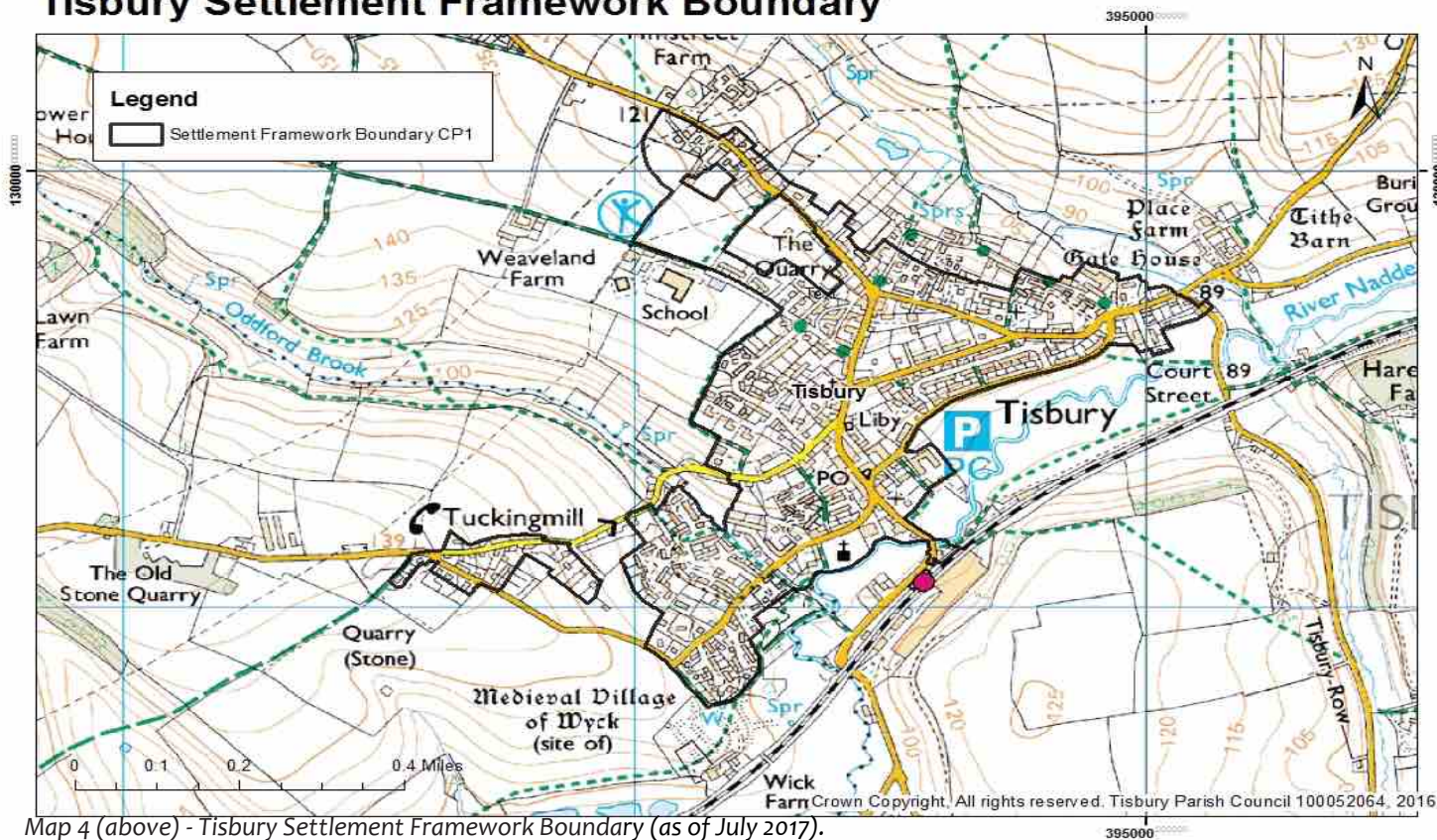
Development of brownfield sites in outlying areas for housing will be strongly tied to the conditions of the Wiltshire Core Strategy policies of small-scale affordable housing and CP44 (Rural Exception Sites), with provision for limited mixed development. These sites will have a presumption in favour of smaller units and should be well related to the existing settlement.

In particular, proposals for mixed development (i.e. both housing and employment on the same site) must ensure that neither use has any adverse impacts on the other in terms of noise, light, design, smell and/or parking.

As recommended through the Site Assessment Appraisal, developments on greenfield sites will not be permitted.

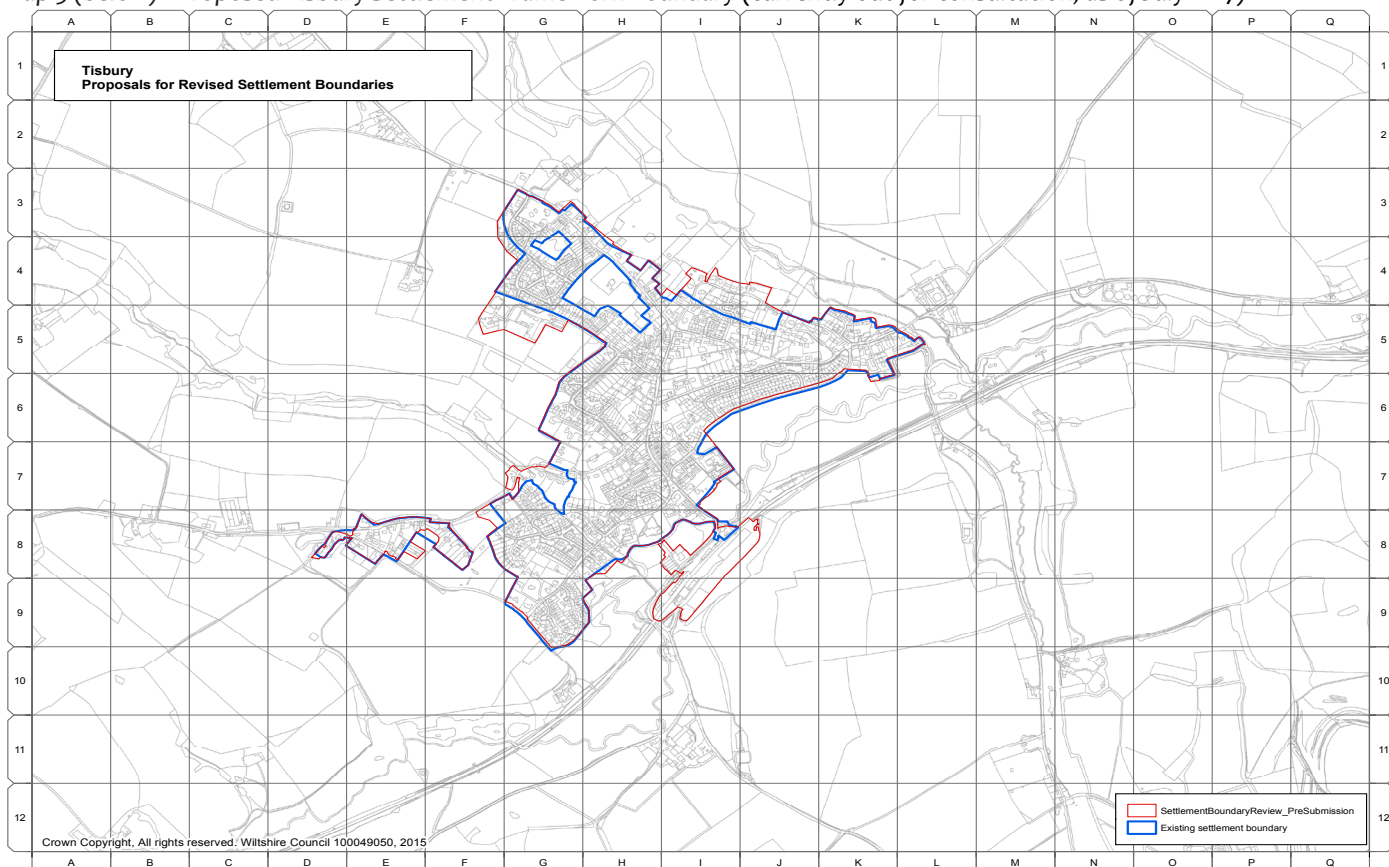
This policy does not apply to the land set aside for educational expansion outlined in Policy BL.5.

Tisbury Settlement Framework Boundary



A review of the settlement boundary is under review by Wiltshire Council at the same time as the consultation period of TisPlan (Reg 14). Notable here is the current settlement boundary does not include Station Works or the Former Sports Centre. However, the revised settlement boundary currently out for consultation brings both of these sites into the settlement boundary. TisPlan supports the inclusion of the Station Works site in the revised settlement boundary. However, it wishes to see the former sports centre land retained for educational purposes, as was originally intended.

Map 5 (below) - Proposed Tisbury Settlement Framework Boundary (currently out for consultation, as of July 2017).



BL.4 Site Allocation: Station Works

Ensure redevelopment of Station Works site in line with community priorities, including provision for an elderly population.*

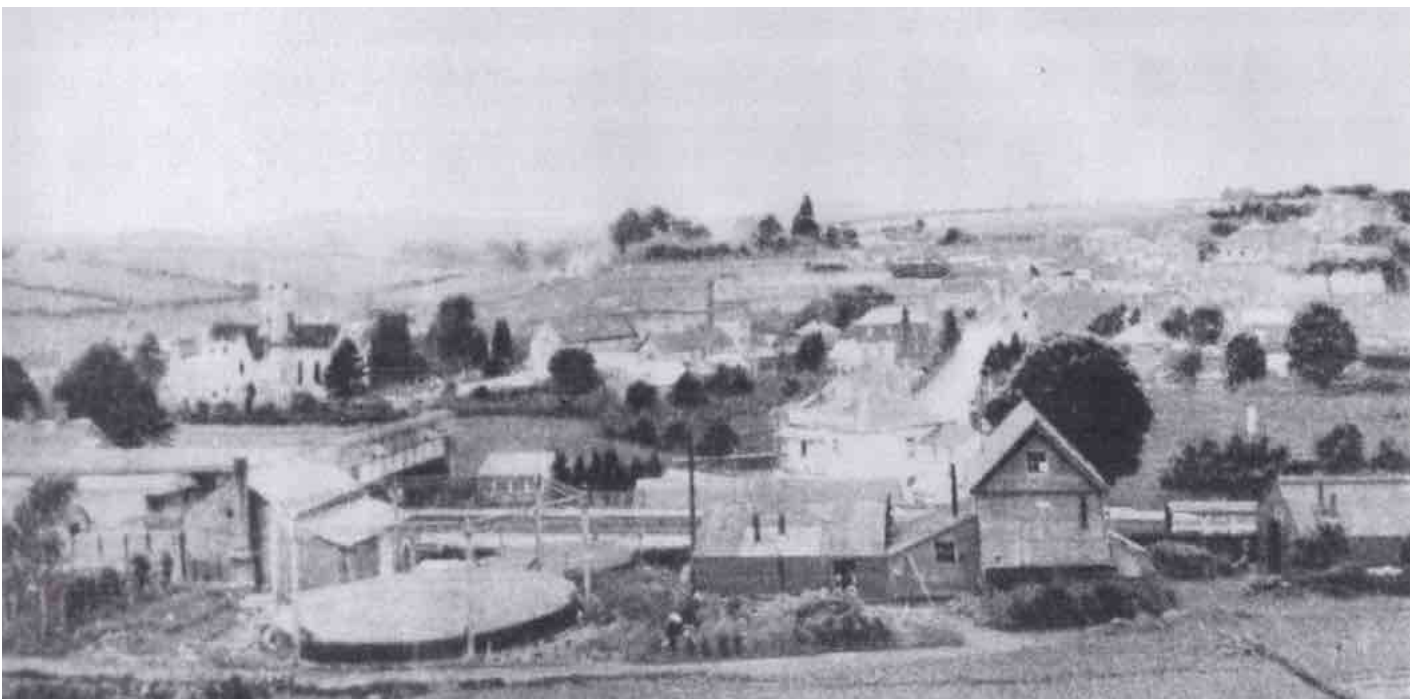
The uncompromising built form of the site adjacent to Tisbury Station, otherwise known as Station Works, has a significant detrimental impact on the wider setting of Tisbury. However, the site's size (4 hectares, or 9.88 acres) and proximity to the railway station means the site has great potential to respond creatively to meet the neighbourhood area's employment and residential needs, particularly if the site were comprehensively developed.

A business park comprising smaller units that are of a size and form required by modern businesses might attract more versatile and diverse employment than has been found in recent times.

The site could also provide for the low level of housing for older people relative to its demographic (The neighbourhood area is served by only one residential care home with accommodation for approximately 20 elderly people). There are opportunities for development at the site to be directed towards providing different types of retirement accommodation (e.g. assisted, smaller units, community housing schemes), which may help to free up housing elsewhere in the community.

However, it must be noted that the site had a previous industrial use as the Tisbury gas works from the mid 19th century until c1921; and more recently as a site for heavy industrial manufacturing. It is probable that the site is highly contaminated. It will require further specialist investigation and decontamination, before any development could proceed.

TisPlan community engagement** found several preferences for the development of this site, outlined in policy BL.4:



* Station Works is defined as all the brownfield land adjacent to and south of the railway line, formerly occupied by Tisbury Gas Works and subsequently by P J Parmiter (agricultural machinery manufacturers) and Scats agricultural merchants.
Figure 3 (above), former gas works at Station Works (late 19th Century).

**TisPlan questionnaire nos 4 and 6.

Policy BL.4 Site Allocation: Station Works

The comprehensive redevelopment of Station Works is to be considered a priority, always providing that development has regard for the policies in the plan, and in addition addresses the following community-required criteria for development on the site in the most innovative ways that can accommodate both present and future needs:

- i) A comprehensive risk assessment and decontamination process on the previous industrial use of the site has been carried out (in line with Core Policy 56 of the Wiltshire Core Strategy). No attempt is made to transfer the ownership of the site until this decontamination has been carried out;
- ii) No development may commence until a new bridge across the railway line has been built and space is safeguarded for a second platform (as per policy TR1);
- iii) Is a mixed-use development which reflects an appropriate balance between employment and housing, and where mixed development does not infringe on the needs of residents and/or commercial use according to policy BL3. Employment units should be of a size and form suitable for modern commercial uses such as office, technology-focused businesses, and similar enterprises within use class B1 to support the needs of smaller local firms and their possible expansion as well as new activities moving into the area;
- iv) Development should reflect the demographic trends of the local community by providing for the ageing population (e.g. an elderly care, continuous living complex with on-site provision for care and recreation). It should accommodate a broad housing mix to support the housing requirements of the wider community, as per policy BL.1 & BL.2 (including, for example, low cost starter homes, elderly/retirement homes and/or flats and Affordable rented) and/or explore opportunities for development through a community land trust or self-build plots;
- v) Provides greater than minimum parking provision for on-site residents (ideally two independently accessible spaces per residential dwelling) and commercial units;
- vi) Provision should be made to anticipate demand for future sustainable transport including e.g. cycle racks (including electric bikes), electric car charging facilities as per policies TR.2 and TR.3;
- vii) The developer should consider the viability of potential on-site energy/ heat generation facilities to ensure that the development exceeds the minimum energy saving requirements set out in building regulations;
- viii) Commercial units have adequate provision to accommodate larger vehicles e.g. for deliveries, but should not encourage industrial use classes which may have negative impacts for residential occupiers on the site;
- ix) Development is sensitive to wildlife and the AONB in the design and use of the site (e.g. the use of local building stone in construction, e.g. adherence to living buildings principles where buildings become part of the landscape over time);
- x) All cabling must be sited underground as per policy BL.9;
- xi) Any application should be the subject of consultation with the local community during the pre-application stage.



Figure 4 (above, left), unit on Station Works site

Figure 5 (above, right), derelict space on Station Works and unit currently in use by existing tenant for logistical purposes (February 2017)

Buildings BL.5 Site Allocation: Former Sports Centre adjacent to St John's School

Safeguard the brownfield land site of the old sports centre adjacent to St John's School to allow for future expansion of educational provision.

With the closure of Tisbury Nadder Middle School in 2004, which added two additional school year groups to St John's School, and now with anticipated increases in the local population, St John's School will almost certainly attract increased numbers of students over the plan period.

Since 2016, when the Nadder Centre opened, the former Sports Hall has been unoccupied. This site adjacent to St John's school affords an important opportunity to safeguard this land from future housing development (the site is 0.35 hectares, or 0.86 acres). Without such a measure, this would otherwise preclude the school from being able to expand on the existing site, in line with the projected population figures for the plan area.

The land on which the sports centre sits is part of the original site transferred specifically for educational purposes by Fonthill Estate in the 1950's. As such, TisPlan considers this site should be retained for educational use in the future.



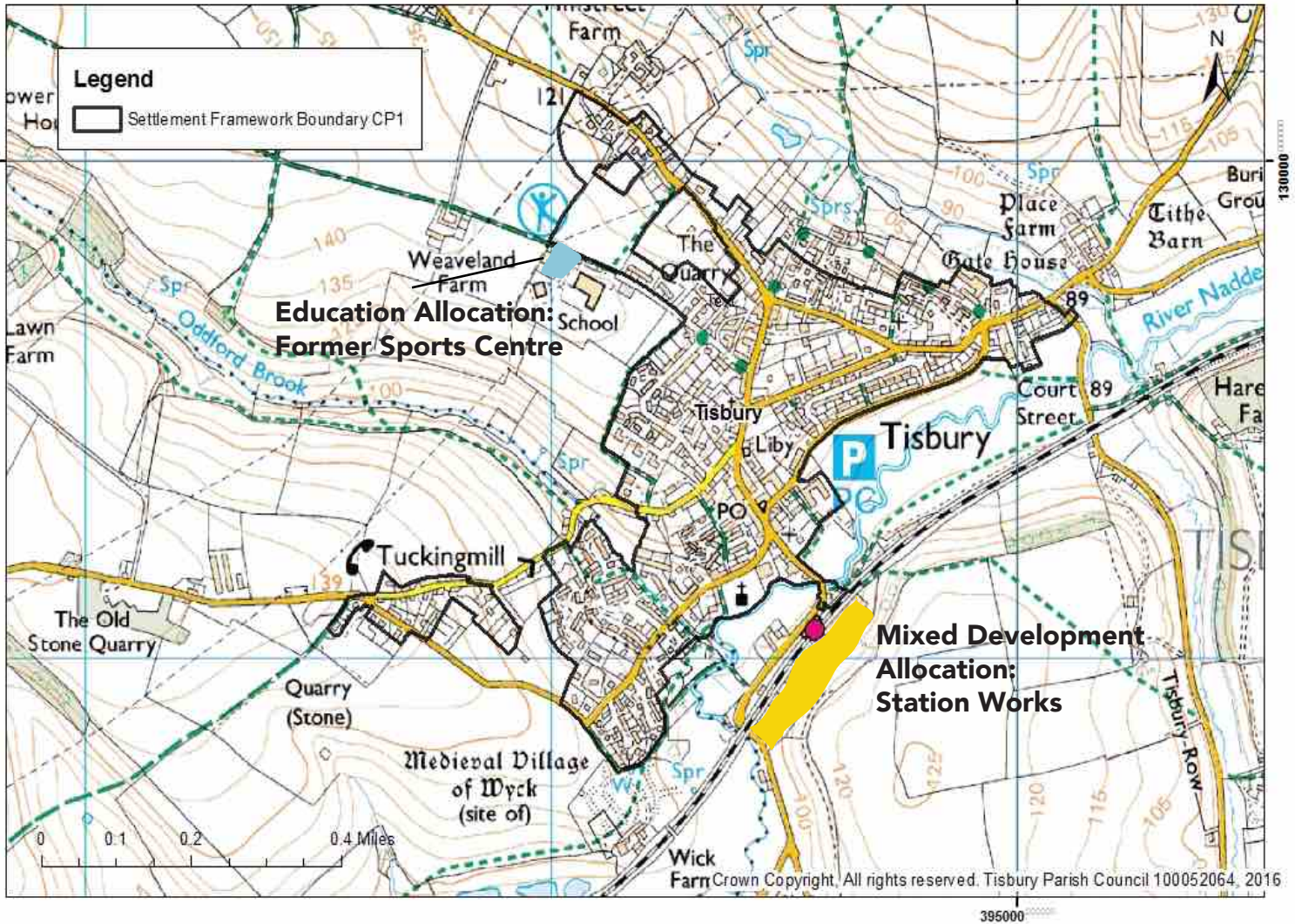
Figure 6 (left): the former Sports Centre, Weaveland Road (Spring 2016)

Policy BL.5 Former Sports Centre adjacent to St John's School

The conditions on the brownfield land at the former Sports Centre site for education and training uses should remain and proposals should demonstrate development in line with such uses, providing facilities that are accessible to the wider community (e.g. youth services, evening classes and potential provision for limited tertiary education). Any new development proposed on the site should also set aside sufficient land to allow for the expansion of St John's School (e.g. classrooms or limited provision for additional parking spaces).

Proposals should evidence engagement and agreement with St John's School with regards to their expansion needs and indicate how these have been taken into account in any proposed development. Proposals that will result in either the loss of or a detriment to the school will be strongly resisted.

Tisbury Settlement Framework Boundary



Map 6 - Site allocation map BL.4 and BL.5. The two proposed allocation sites are highlighted.

Buildings BL.6 Design

Development should be of designs that are sympathetic to their setting and be sensitive to local character, landscape and vernacular style.

The overall impression of the neighbourhood area is of one clearly defined village centre, with a few small housing estates on the edge of the settlement and then scattered hamlets and farms set in open countryside. The pattern of sparse population of the outlying hamlets and countryside is one that is reflected right across the Tisbury Community Area.

The neighbourhood area has a rich historic environment. The area includes five nationally designated scheduled ancient monuments (the Tithe Barn at Place Farm, St John’s Church, Old Wardour Castle, Castle Ditches and the medieval village of Wyck) and three registered parks and gardens at Wardour, Hatch and Pythouse.

The neighbourhood area has 143 statutory listed buildings, 111 of these are within Tisbury parish and 32 are within West Tisbury parish. There are also large numbers of unlisted buildings, which make important positive contributions to the character of the local area, both individually and in groups, e.g. barns.

However, Tisbury’s intimate and relatively modest village character with primarily local amenities is under pressure from new development. Whilst these pressures tend to be resisted on most Listed Buildings, other properties have suffered from unsympathetic design additions.

In many cases, at present, they are beyond the control of the planning system, but there are opportunities to address this through the neighbourhood planning process.

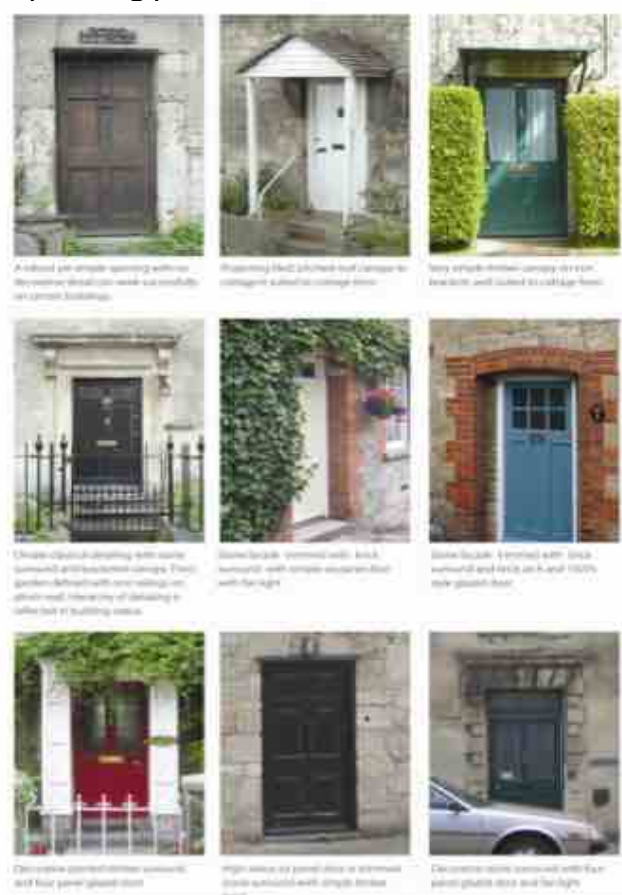
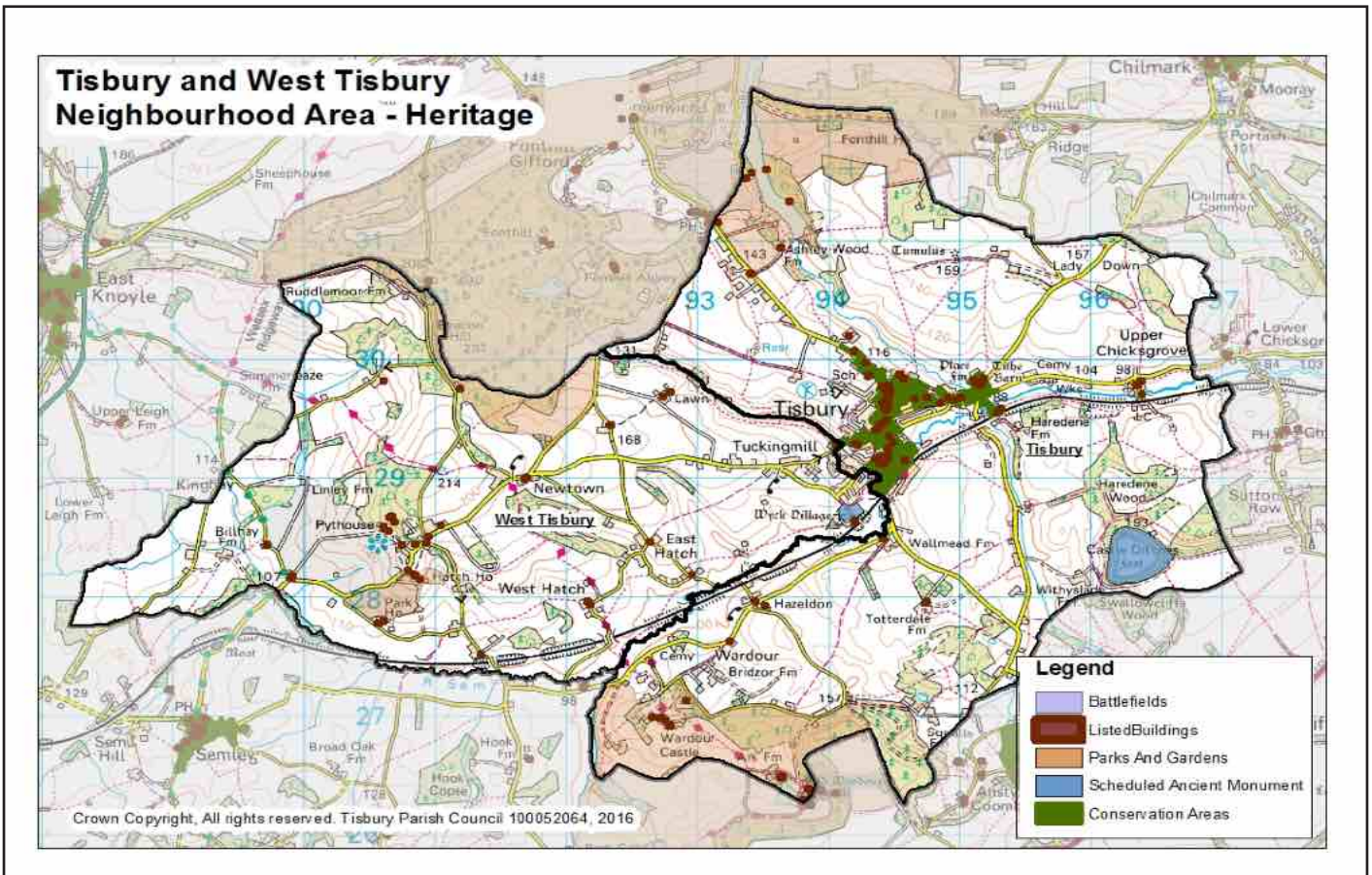


Figure 7 (left) Design features of windows in the plan area. Source: CG Fry Hindon Lane Development Brief
 Figure 8 (right) Design features of doors in the plan area. Source: CG Fry Hindon Lane Development Brief



Map 7 - Tisbury and West Tisbury Area Heritage Sites.

Policy BL.6 Design

Proposals must demonstrate that they have sought to conserve local character, the aesthetic qualities within the neighbourhood area, and its setting within the AONB.

Proposals for all forms of development therefore must plan positively for the achievement of high quality design, having regard to building materials (the use of local stone from Chicks Grove quarry is preferred), scale and landscape, including the skyline, views and the surrounding area.

Buildings BL 7 Conservation Areas

Conserve and enhance the Conservation Areas.

The characteristics of Tisbury village have been designated in the Conservation Area (1974) and evaluated through the Conservation Area Appraisal (CAA, 2009) carried out by the then Salisbury District Council. The whole of the High Street in Tisbury is a Conservation Area with a mix of commercial and residential, and mainly Victorian buildings.

An historic landscape characterisation assessment commissioned by Salisbury District Council was completed in August 2008. Key characteristics of the Tisbury village in need of preservation and promotion throughout the Conservation Areas include:

- Comprehensive use of the local Tisbury limestone (from the Jurassic period, similar to Chilmark Stone) is the signature building material of the village. It is used as coursed rubble, dressed stone and as ashlar work in buildings and boundary walls;
- There are areas with distinct and unique characters such as The Quarry and Place Farm;
- The survival of a good number of important 'dry stone' boundary walls, for example the boundary wall to The Grange, Vicarage Road;
- A vibrant and dynamic commercial core which, in some instances, has retained important elements of historic fabric such as historic shop fronts, e.g. those overlooking the Square, Tisbury.
- The hillside setting which lends itself to wide open views of the surrounding valley setting;
- Some important individual buildings and groups of unlisted buildings which make positive contributions towards the character and appearance of the Conservation Areas;
- 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;

The Tisbury Conservation Area Appraisal designated 11 Character areas largely defined by their historic period and topography see Appendix 3, *Tisbury Conservation Area Character Zones*, for images and a further description of the design features within the following Conservation Character Zones:

1. North-west approach – Hindon Lane
2. Ridge and hillside – Duck Street & Cuffs Lane
3. The Quarry
4. Early core – High Street
5. Western approach – Vicarage Road
6. Hamlet – Tuckingmill Farm
7. Village Core – The Square and Lower High Street
8. Church & Environs – Church Street
9. Station 'gateway' and floodplain
10. Place Farm
11. Eastern Approach – Court Street

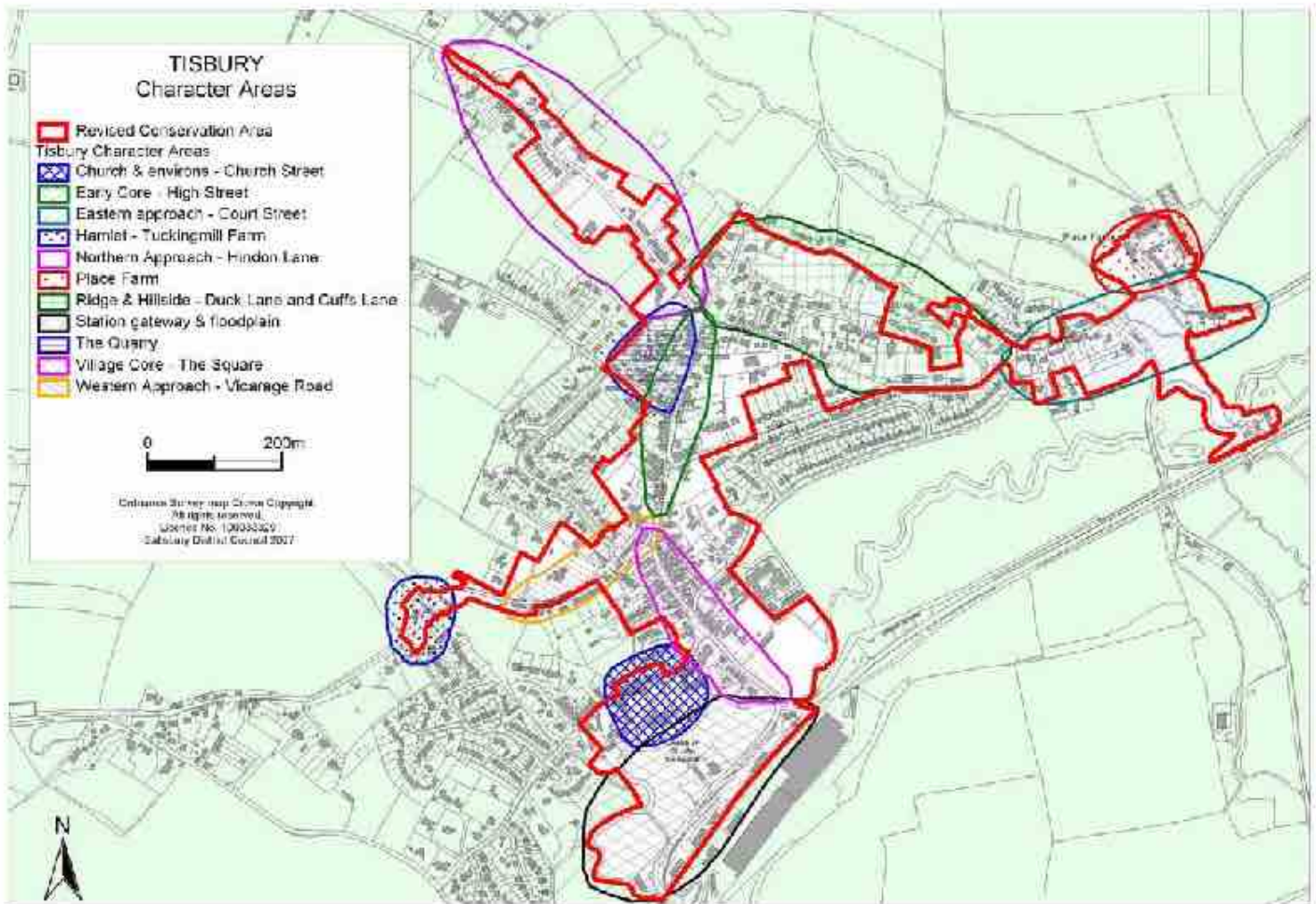


Figure 9 (above) Gaston Manor (Grade II* listed), High Street

Conservation Area designation allows for strengthened planning as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.

However, the CAA itself does not have statutory powers.

Some recent developments have affected the character of buildings in the Conservation Area, including many of the Victorian buildings in the High Street that have been rendered. In common with many conservation areas, one of the greatest threats to the quality of design in Tisbury is the positioning on front elevations of replacement windows and doors with uPVC products, intrusive stainless steel flue pipes and prominent Solar PV. Whilst the CAA is in need of some updating, nevertheless TisPlan strongly endorses its principles and wishes to adopt it as a framework for conservation action in order to guide future development.



Map 8 - Tisbury Character Areas. Source: 2008 CAA.

Policy BL.7 Conservation Areas

Proposals within the Conservation Areas (or which are likely to affect their setting) should demonstrate how they have reflected the principles of the character of the zones defined in the Tisbury Conservation Area Appraisal and Management Plan (2009, and subsequent revisions thereof)*.

Development in the Conservation Area should pay particular regard to design, choice of building materials, setting and location in order to conserve local distinctiveness, character and sense of place.

Proposals for installations and/or replacements on front elevations that would adversely affect the character of the Conservation (Area) Character Zones will be strongly resisted.

*Outlined in Appendix 3.

Buildings BL.8 Energy

Ensure all new buildings are built to exemplary low-energy standards.

The UK has one of the least efficient housing stocks in Europe*. The Tisbury area is also heavily dependent upon oil for heating as there is no mains connection to gas (local gas production in Tisbury ceased in 1921). However, there is potential for small hydroelectric schemes, given that the local area is crossed by the River Nadder and its tributaries, at least one is already powering a small, local hydroelectric plant in nearby Fonthill Gifford.

TisPlan reflects the Parish Councils' support for renewable energy schemes that demonstrate evidence of community consultation at early stages. However, because the plan area is within an AONB any development – residential, commercial or energy-related – shall not adversely affect the character of the local area.

Wherever possible, external security or other lighting should strive to be low-energy LED or equivalent and in accordance with AONB objectives, and consideration should be given as to how it contributes to maintaining the Dark Skies objective.

Policy BL.8 Energy

Development should consider the viability of potential on-site energy/ heat generation facilities to ensure that the development exceeds the minimum energy saving requirements set out in building regulations, always providing that they are sensitive to local character, landscape and wildlife.

Proposals for energy infrastructure must demonstrate compliance with the objectives of the AONB Management Plan.

Any granting of planning approval will contain conditions to this effect.

* Centre for Sustainable Energy - a Guidebook to Low-Carbon Neighbourhood Planning (2016).

Buildings BL.9 Infrastructure Provision

Ensure development supports integrated infrastructure provision in a timely manner and reflects local needs and priorities.

Development is more effective when infrastructure is in place prior to completion, e.g. high-speed broadband. However, inappropriate siting of infrastructure such as masts, dishes, reflectors and transmitters can affect local character and infrastructure provision should avoid such adverse visual impacts.

New development affords the Parish Councils with opportunities for Section 106 Agreements (mainly site-specific agreements) and/or the Community Infrastructure Levy (CIL) - a charge paid by developers on new development to provide for local infrastructure needs, including local facilities.

Some of the priorities that came forward through the TisPlan questionnaire (Qu 21) are listed below to guide the Parish Councils' CIL Schedule, to be finalised after the adoption of this plan. For instance, monies arising from the CIL could be used to promote existing community transport initiatives, such as TisBus and the Link Scheme, which already receive support from the SW Wiltshire Area Board and the parish councils. These could benefit from additional funding, particularly to support the implementation of TisPlan integrated transport objectives.

Efforts that seek to link on-site renewable energy and heat to existing properties will be particularly welcome to broaden the local energy mix and ensure its long-term viability.

Policy BL.9 Infrastructure Provision

Development should be undertaken in tandem with the provision of infrastructure to help support sustainable growth on site and/or elsewhere in the community.

Proposals which seek the expansion of high-speed broadband will be supported, always providing that the siting of any required infrastructure minimises any adverse impacts on local character and visual impact within the AONB. There is a requirement that all cabling will be underground and there will be no pole-mounted transformers.

Indicative preferences for Community Infrastructure Levy (CIL) provision that is spent by the Parish Councils from monies resulting from development gain could include, but will not be limited to:

- i) Conserving and managing green spaces, improving play parks and recreation grounds, improving footpaths and rights of way;
- ii) Renewable energy initiatives e.g. electric car charging points
- iii) Provision of high speed broadband;
- iv) Support for existing community facilities (e.g. Tisbury swimming pool) and new community assets;
- v) Long-term financial contributions to community transport initiatives to maintain and improve their viability, e.g. TisBus and the Link Scheme;
- vi) Enhance the provision of facilities that reduce waste and encourage local recycling for a range of materials.

All new development should ensure sufficient space for domestic refuse and recycling facilities (either on a private or communal basis) which should not be visible from the highway.

Action points by Tisbury and West Tisbury Parish Councils to carry forward Buildings Policy Objectives

Policy	Action
BL1	<ul style="list-style-type: none"> Explore ways of providing Affordable housing for local people through the provision of legally enforceable arrangements protecting the land or occupiers
BL5	<ul style="list-style-type: none"> Support St John's School Governing Body with their plans to extend the school buildings onto the site of the old sports centre
BL6	<ul style="list-style-type: none"> Support the sustainable use of Chicksgrove quarry and the reuse of local traditional building materials
BL7	<ul style="list-style-type: none"> Revise and/or review recommendations from the Conservation Area Appraisal (CAA) including non-listed buildings to be included in the Conservation Area* and article 4 directions in the CAA** to strengthen the CAA within existing legislation.
BL8	<ul style="list-style-type: none"> Welcome proposals that lighting for any external building or space should be low-energy, or equivalent Resist Highways requirement for the installation of 'conventional' roadside lighting for all new developments. Support proposals for the use of solar-powered low level lighting. Support the AONB Dark Skies initiative. Outside lighting should also aim to be downward facing so as not to impede night view and/or the habits of nocturnal animals.
BL9	<ul style="list-style-type: none"> Resist planning applications which have not made provision for appropriate infrastructure requirements e.g. high speed broadband Encourage local businesses and residents to work together to achieve enhanced broadband provision
General	<ul style="list-style-type: none"> Encourage developers to take a proactive approach by consulting with the Parish Councils at the pre-planning stage to provide early opportunities for community engagement. The Parish Councils will appoint a planning and design committee. Develop a checklist to assist Tisbury and West Tisbury Parish Councils to consider the policies of TisPlan when reviewing planning applications

* See Annex 10, Conservation Area Appraisal (Appendix 4 list of unlisted buildings of local importance)

** See Annex 10, Conservation Area Appraisal, suggested article 4 directions

Transport

Background and Rationale

Nationally, modern transport has transformed our society and economy. The car has enabled us to take advantage of a wide range of disparate opportunities, and advances in road haulage have provided us with greater consumer choices. At the same time, our reliance on cars, vans and lorries has led to more congested roads, fewer people walking and cycling, and a variety of environmental impacts. In view of the above, TisPlan's policies are aimed at facilitating sustainable transport that will endeavour to balance economic, social and environmental factors.

Tisbury has a single-track railway line with a one-platform station on the London Waterloo - Exeter line. The railway provides an essential link to the region (and London), although, as is the norm in many rural areas, the car is the main mode of transport. Despite government initiatives to encourage alternatives, there is clear evidence of continuing dependence on the car as a primary means of transport to work from Tisbury.*

The 2011 Joint Strategic Assessment (JSA) highlighted four transport-related issues in the Tisbury Community Area with regards to the:

- Poor local road network
- Poor provision of public transport
- Parking problems in Tisbury
- Poor road maintenance

Poor local road network

The neighbourhood area is a rural area and, as such, is connected with many narrow lanes, many of which experience over-run on verges and roadside banks. The Wiltshire Core Strategy sets out that selective improvement of the local transport network will be undertaken based on functional importance. In Tisbury and West Tisbury there has not been any significant improvement in recent years and it remains a major issue for the local community.

Poor accessibility by public transport

Access to public transport is extremely limited for the neighbourhood area. In a Wiltshire Council survey in 2013, 32.5% of respondents said public transport needed improving - above the county average of 26%. Tisbury railway station is well used and its direct link to London provides a long distance commute option to residents. However, few locations in the area have access to an hourly or even any bus service. The provision of responsive community transport schemes (TisBus and the Link Scheme) by contrast, offers essential services for those without personal vehicle access.

In the third Wiltshire Council local transport plan, the Public Transport Strategy vision for 2026 is for a "public transport system to provide a level of access that people across the county need in order to allow them to lead satisfying and fulfilling lives and to make it an attractive alternative to the private motor car, thus making a major contribution to achieving sustainable transport objectives". However, despite this vision, the recent reality has seen significant cuts in public transport services making it even more necessary for local residents to rely on their own cars for transport.

* 59% of commuters travel by car, including 4% car-sharing (TisPlan questionnaire, Qu 15)

Improved public transport coordination could result in significantly fewer car journeys, particularly if this could be coordinated with the train timetable and if more later trains were available from London. Improved coordination of public transport will be sought through CIL allocations, where relevant.

Parking in Tisbury

In 2009 Wiltshire Council undertook a study of parking in Tisbury, as reported in the 2011 Community Area Joint Strategic Assessment. One of the main concerns was parking on the highway directly outside the railway station as it was perceived as being hazardous. Since then, limited double yellow lines have been put down in the vicinity to help alleviate this problem to improve safety alongside Station Road. However, the advent of the double yellow lines has resulted in increased pressures on the availability of parking close to the railway station, with an associated adverse knock-on effect into the local village streets.

Poor Roads Maintenance

In the last 10 years, the roads in the neighbourhood area have seen only the most minimal of maintenance programmes. The Parish Councils receive constant complaints from residents about potholes, and erosion of verge edges.

Tisbury is the largest settlement in the Cranborne Chase and West Wiltshire Downs AONB but the road system remains largely unchanged since the early twentieth century. The settlement lies midway between the A303 to the north - a major east/west trunk road - and the A30 to the south, and is served by a network of unclassified roads. There are no main roads through the village (above C class level) – the nearest B road intended for through traffic is at Hindon.

The approach roads are all, at various points, restricted in width thus making it difficult, in the face of oncoming traffic, for vehicles to pass pedestrians safely. Four of these six roads pass through places that are only one vehicle wide. These ‘pinch-points’ include the tunnels at Pythouse and on the Hindon Road; the archway at Fonthill Bishop and the lane through Ansty.



Figure 10 (above, left) main entrance to Tisbury from Jobbers Lane, under railway bridge.
Figure 11 (above, right) pinch point, Railway Bridge, Tisbury Row.

Low railway bridges or arches, at Tisbury Row to the east and the Three Arch Bridge in Jobbers Lane to the south, as well as Pythouse and on the Hindon Road pose access problems for heavy goods vehicles. None of these roads has any footway or cycle path, even though the Wessex Cycleway is directed along some stretches; parked vehicles restrict the width of the roads even further, especially along Hindon Lane.

The low railway bridges, arches, narrow country lanes and tunnels all combine to make vehicular access to Tisbury difficult and unsuitable for heavy traffic flows and wider loads; difficulties are experienced by the emergency services in particular.

Regular users are familiar with the hazards of the narrow lanes: 55% of respondents to the TisVis questionnaire in 2006 expressed concerns about speeding by cars in the lanes in and around Tisbury. However, despite the challenges of the area's narrow roads, respondents were against expansion or widening of the road network, with 60% of respondents wishing to keep the roads as they are.

Any continued and uncontrolled increase in traffic may cause ever more problems in the future for the narrow C class roads and their users in the area.

In recognising the importance of the car to this rural community, the continuation, improvement and most definitely no decrease in the provision of off-road parking will be essential for the sustainability of Tisbury's vibrant High Street.



Figure 12 (above) Tisbury Railway Station, single track.

VISION: Transport

Provision for use of more sustainable means of transport (walking, cycling and energy efficient vehicles) will be encouraged through improvements to non-vehicular rights of way and better integration of public transport services, especially at peak times.

Map 9 - Public rights of way in the neighbourhood area. TisPlan Reg 14 - Final Version

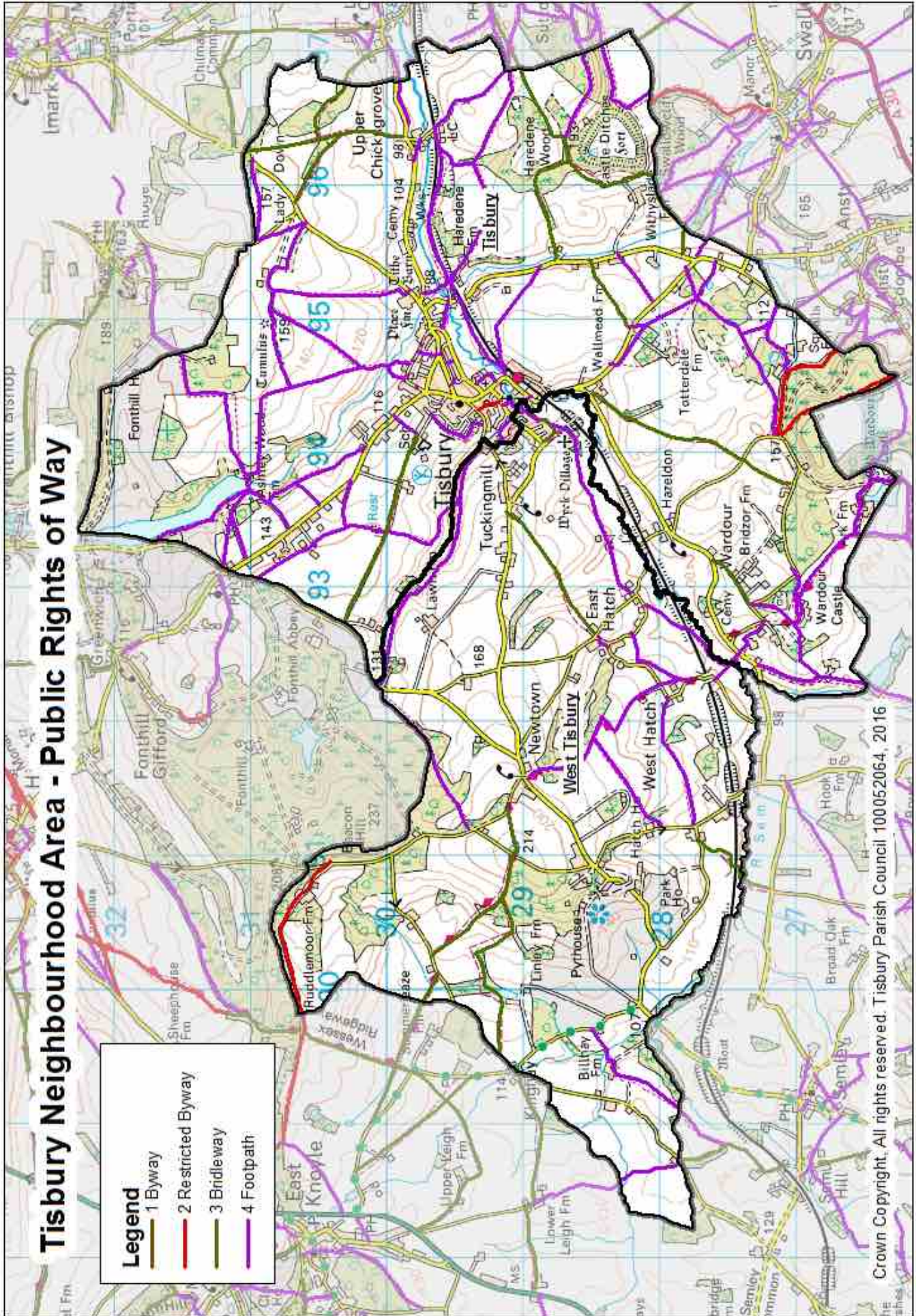




Figure 13 (left) Tisbury Railway Station, showing former Victorian bridge (late 19th Century).

Transport TR.1 Tisbury railway station

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

The railway line to Tisbury Station is currently single track but, with investment, the potential exists to accommodate further expansion with dual track upgrades to the local rail infrastructure, particularly given expansion of nearby routes in Westbury, Frome, Yeovil and Wilton. This presents significant opportunities for sustainable transport by encouraging increased use of the train. With the granting in 2017 of a new rail franchise, there is a window of opportunity for improvements to be made to the station and better coordinated services with public transport.

Although the station is not a listed building, there is evidence that the local community values its architecture, including the Victorian design features that could be enhanced with sensitive upgrading to signage and aesthetics.

The provision of a pedestrian bridge is an essential pre-requisite before any reinstatement of the second platform can be considered. At present, the only means of crossing the track is by way of a public footpath, located beyond the limit of the eastern end of the station platform, or by a long walk down the site entrance road and then under the railway arches on the pavement alongside Station Road.

Policy TR.1 Tisbury railway station

Proposals that support the continuation or expansion of the current train service to London and the South West are encouraged.

Development at the Station Works site or within Tisbury station itself should enhance and protect the existing railway and make provision for future expansion of the railway line by:

- i) Safeguarding sufficient land for the expansion of the single track to dual track, including provision for a second platform and the safe crossing of pedestrians from either side of the track/platforms through provision of a bridge;
- ii) Making adequate public transport provision, e.g. bus stops, taxi space, including a turning point for larger vehicles;
- iii) Accommodating sustainable private travel needs, such as cycle racks, bike shelters, electric charge points for cars, bikes and/or scooters, and lockers (e.g. for wellington boots if rail users use muddy public paths);
- iv) Accommodating sufficient additional customer parking to reflect potential growth in the use of the Station, with the potential for innovative parking solutions as per policy TR.2 providing they are sensitive to the character of the AONB and appropriate in scale and design for a village;
- v) Infrastructure upgrades to Tisbury station, including signage and aesthetics, which should be in keeping with its Victorian design (e.g. the former footbridge at the site, built c1859);
- vi) Consider the community priorities for development of Station Works as per policy BL4.

TisPlan Reg 14 - Final Version



Figure 14 (left) one of two entrances to Tisbury Railway Approach.

Figure 15 (right) the existing pedestrian crossing along the single track east of the station

Transport TR.2 Parking provision

Encourage greater than the minimum level of car parking in all new development.

Tisbury has continued to expand from its traditional centre along and around the High Street, so that there is added pressure on the availability of parking, as more people use their cars for local shopping and access to High Street services.

The growth of housing development brings with it an ever increasing number of car owners.

Tisbury has a small free car park at Nadder Close and limited on-street parking. Surveys have shown that free parking outside the shops is very popular and a key factor determining the continued success of the High Street.

Increased use of the rail service has resulted in many more car journeys to and from the station at peak times. Station parking costs up to £4 a day (2017 prices) and consequently, there is a temptation for commuters to use the village parking that is intended for local shoppers, village hall users and visitors to Tisbury. In addition, the closure of the Middle School in 2004 and the parental right to exercise choice of a primary school, have together led to fewer children going to school on foot and a higher number of school runs, both into and out of Tisbury.

Over 10 years ago, the parish council took the strategic decision to support local High Street businesses by ensuring that parking in Tisbury should remain free of charge, although this policy has had the adverse effect of also providing free parking for rail commuters, some of whom block the village car park and local streets all the working week whilst away, making it difficult for other users to find spaces. The limited availability of parking elsewhere in the village, and in the High Street specifically, also has the effect of restricting traffic flow in the village and surrounding areas, which helps to slow traffic speed.

Following the TisVis consultation in 2006, Tisbury Parish Council investigated thoroughly the feasibility of converting the land adjacent to the South Western Hotel to a commuters' car park. After very careful consideration of all the issues, it was concluded that the proposed project would not be feasible. The very significant costs involved* would substantially outweigh any potential benefits.

Further, it was decided that the provision of a new car park could create more problems than it would solve, with increased availability of parking leading to ever more in-commuting from distant settlements such as Shaftesbury, with few perceived benefits to Tisbury and West Tisbury. However, following negotiations with a local business, the availability of paid-for parking provision immediately adjacent to the railway station has been increased, which has helped to alleviate parking pressures in the station yard, at least in the short term.

Population growth accruing from new development and policies which encourage people to use the area's local High Street businesses, will continue to place increased pressure on parking. In addition, if upgrades to the rail network result in reduced commute times to London the demand for commuter parking will also inevitably increase.

* For instance, in meeting the drainage conditions imposed by the Environment Agency.

Policy TR.2 Parking provision

TisPlan will require all new residential development with two or more bedrooms to provide for a minimum of two off-road parking spaces per dwelling. This policy will be rigorously applied unless otherwise justified having regard to site-specific circumstances (e.g. conversion of existing properties to create small affordable apartments, without available land for parking) and relevant policies in the Core Strategy.

Parking allocations should be sensitive to special requirements e.g. the needs of people with disabilities and/or parents with children.

Non-residential development (commercial, industrial and/or retail) must provide parking spaces for employees and visitors as well as encourage sustainable transport facilities, such as provision of cycle racks and electric car and bike charging points.

Development which has the effect of reducing the amount of off-street parking currently available will be strongly resisted

Transport TR.3 Innovative parking solutions

Parking provision should be sensitive to the landscapes within the AONB.

Policy TR.3 Innovative parking solutions

Parking provision should not be detrimental to the character of the AONB and Tisbury village and could consider innovative means of provision, for example:

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

Transport TR.4 Heavy goods vehicles and agricultural traffic impacts

Mitigate the adverse impact of agricultural traffic and larger vehicles on the narrow lanes, which causes erosion of the banks and exacerbates localised flooding.

Wiltshire Council has endeavoured to support the Parish Councils with policies and strategies aimed at mitigating the adverse effects of Heavy Goods Vehicles (HGVs) and large agricultural vehicles, recognising that their presence in the narrow rural lanes is necessary, but not always appropriate. However, concerns continue to be reported with few signs of improvement.

The trend is for an increased number of larger vehicles using Tisbury's narrow roads, especially delivery vehicles servicing local shops and houses as well as a greater proportion of larger vehicles supporting increases in online shopping. Specialist HGVs serve a quarry on the outskirts of the settlement and being in a rural area, large agricultural vehicles pass through the village and the surrounding lanes several times a day. Farming is an industrial practice and it is recognised that farm vehicles need to be correspondingly large to ensure economies of scale.

Some vehicles have to make long detours on narrow lanes in order to avoid the railway bridges (e.g. the Fonthill Arch and then Hindon Lane are used to avoid the Three Arch Bridge), and the increase in the weight and bulk of tractors and towed equipment is having an adverse effect on local roads. As a result, these large vehicles erode the roadside edges and hedgerow banks, damaging verges and causing the gullies to fill with soil, thereby exacerbating localised storm damage. Larger vehicles also worsen potholes.

The provision of additional passing places could help to alleviate the situation. TisPlan will expect developers to provide for measures that mitigate the problems caused by increased volumes of traffic and the larger sizes of vehicles, where this is feasible.

Site construction traffic can also cause parking and traffic difficulties, although this tends to be relatively short-term. Contractors' vehicles should avoid inconsiderate parking that causes road blockages and will need to ensure there are no long-term adverse effects on the road network post-occupation of the site.

Policy TR.4 Heavy goods vehicles and agricultural traffic impacts

New development should plan positively to avoid unsustainable increases in on-site traffic and consequential temporary demands on parking.

Commercial development must demonstrate in a Transport Statement how it seeks to conserve the character of the AONB and reduce visual, noise, access and pollution impacts, which may include restrictions on heavy goods traffic at certain times.

Developers should engage with landowners and Wiltshire Highways to create additional passing places, improve verges and/or provide traffic calming measures in order to mitigate impacts from development - in both rural and urban areas, wherever feasible.

Transport TR.5 Sustainable transport

New development should encourage sustainable transport.

Tisbury's road network, steep inclines and a lack of space for pedestrians and cyclists may discourage people from reducing their dependence on the car. Integrated sustainable transport planning (e.g. forms of transport other than those that run exclusively on diesel or petrol) with new development can encourage travel modes which promote wellbeing and reduce traffic and pollution.

Tisbury has 53 public footpaths, 10 bridleways and 3 byways. West Tisbury has another 21 footpaths and by-ways, including part of the Wessex Way long distance footpath. There are several footpaths that could be affected by new development which are in need of safeguarding, as well as pathways that could be enhanced through development gains such as CIL or S106.

Local consultation has suggested that some public rights of way may be compromised by new housing developments:

- TISB1 and TISB2 could be affected by any additional developments of Wyndhams Estate;
- TISB21 could be affected by any development of the field to the West of Vicarage Road;
- TISB16 could be affected by any development of the Station Works site;
- WTIS21 could be affected by any development of the old Wiltshire Council Gravel Depot near Quarry House.

The potential for new public rights of way has been identified at WTIS13A to WTIS21/15, i.e. a permissive path following the hedge would improve safety by not forcing pedestrians onto the road. Enhancements to existing paths have been identified at TISB13A and TISB74 (both at Stubbles) to improve drainage to make all-weather access to the station.

Policy TR.5 Sustainable transport

All major residential (i.e. over 10 units as defined in the Town and Country Planning Act, 1990) or any employment, leisure or retail development should promote sustainable transport patterns by:

- i) The protection of, and provision for, the expansion of rights of way (e.g. footpaths, bridle and cycle paths) that encourage sustainable transport patterns within the village and its surrounding areas;
- ii) Improving pedestrian access to and from the high street (e.g. from Tisbury Station to Wyndham Place), using paving that is in keeping with the existing design features of the Conservation Area (as defined in Appendix 3, *Tisbury Conservation Area Character Zones*);
- iii) Dropped kerbs for users with additional mobility requirements e.g. wheelchair users, and persons with pushchairs;
- iv) The submission of a travel plan detailing how sustainable transport will be encouraged, such as additional footpaths, bridle and cycle paths, cycle racks, bike shelters, electric charge points for cars, bikes and/or scooters, and lockers (e.g. for wellington boots if rail users use muddy public paths).

This should include provision for enhancing accessibility for the less able or mobility impaired.

Action points for Tisbury and West Tisbury Parish Councils to carry forward Transport policy objectives

Policy	Action point
TR1	<ul style="list-style-type: none"> Support plans for the current single line railway track to be doubled and ensure the Parish Councils have representatives on the Blackmore Vale Community Rail Partnership and the Salisbury to Exeter Rail Users Group (SERUG). Encourage rail users to use the alternative station parking, rather than blocking spaces in Nadder car park. Encourage people to stop driving to the station and use alternative forms of transport e.g. liaise with Tisbus regarding alternative transport provision during peak commuter/school run traffic.
TR2	<ul style="list-style-type: none"> Post a sign at the village car park (Nadder Close) indicating that it is intended for short-stay use only and that this will be regulated (this is currently being carried out by Tisbury Parish Council). Tisbury PC to seek renewal of the lease or transfer of ownership of Nadder Close Car Park from Wiltshire Council. Make available additional spaces when Wiltshire Council removes the recycling centre on Nadder Close Car Park (potentially making available up to 10 more spaces). Object to planning applications which do not provide for a minimum of 2 parking spaces per dwelling (with the exception of conversions of properties where no parking space currently exist).
TR4	<ul style="list-style-type: none"> Investigate the best management of shared use of agricultural and private road users via a farmers' forum (e.g. possibility of inter-farm tracks to reduce heavy goods traffic on public roads and an increase in passing places). Pursue a by-law change in weight limits of tractors, given their adverse effect on the roads; liaise with local farmers to explain and implement. Engage the Village Warden to help report verge damage.
TR5	<ul style="list-style-type: none"> Promote the widening of the remit of the Rail Users' Group to include associated bus services and links with other forms of private transport, such as TisBus. Support initiatives to work with the rail and bus company providers to improve timetabled co-ordination of bus and train services, particularly between Salisbury railway station and the district hospital at Odstock and at Tisbury Station at peak commuter times. Support the Wiltshire Local Transport Plan to encourage modal shift from the private car and the improved fuel economy and efficiency of vehicles. Seek suitable sites for cycle storage facilities within Tisbury High Street Promote car share within local schools and pre-schools. Ask for demonstration of electric bike hire schemes in the near future to promote the use of bicycles in the challenging local topography. Consider space currently used by the recycling units in Nadder Close as an electric charge point (e.g. for 3 cars or electric bikes) that could be powered by solar PV. Consider the promotion of an electric car hire scheme, such as Zip cars. Consider the use of CIL levies to support and promote TisBus and the Link Scheme. Liaise with Shaftesbury School to explore provision of later/after school transport for students. Explore optimal pavement size for possible enhancement of pedestrian route within Tisbury high street.
General	<ul style="list-style-type: none"> Develop an integrated sustainable transport strategy detailing how Transport policies in the plan will be implemented. Lobby for increased capacity on trains. Encourage train passes (e.g. free or subsidised travel) to complement bus passes for the over 60s.

Employment and Enterprise

Background and rationale

Since 2011, Wiltshire as a whole has continued to exhibit economic resilience and has experienced sustained recovery. In Tisbury, Wiltshire Council's aim has been to create business and workshop spaces at the Nadder Centre for local start-up and small businesses in the community. This has met with moderate approval and some of the business units are now occupied. The provision of larger business units at Wyndhams Place has met with rather more enthusiasm and all of those units are now occupied (as at March 2017).

As in many rural communities, there is a need to balance further growth of housing with the provision of new employment possibilities. The decline in major local employment is evidenced by the distances that people travel out of Tisbury to work: 61% of respondents to the TisPlan questionnaire travel six or more miles to work and 31% travel more than 20 miles (Qu 14).

There is a high degree of out-commuting for young people who live in the area, reflecting the necessity to access educational and employment opportunities elsewhere. This is a significant factor for consideration in the preparation of the neighbourhood plan.



Figure 16 (above) - Commercial Units on the Wyndhams Estate, Hindon Lane

VISION: Employment and Enterprise

Quality local employment sites will attract a wide skills base, reflecting local diversity and a resilient local economy.

Employment and Enterprise EM.1 Employment Land

Promote further employment provision and encourage new opportunities appropriate to the community.

Employment in agriculture and related manufacturing that has traditionally served this community has declined; businesses have since ceased trading; hundreds of local jobs have disappeared in the last 20 – 30 years.

Industrial buildings, such as those at the Station Works site, have become redundant, as have many farm buildings. The loss of the agricultural machinery manufacturer at Station Works resulted in the loss of approximately 150 jobs, which in part has been mitigated by the conversion of redundant farm complexes elsewhere to business units and the building of the new units at Wyndham Estate on Hindon Lane.

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

Proposals that seek to redevelop buildings with the explicit purpose of economic regeneration e.g. A3 (restaurants) or A5 (hot food takeaway) will be encouraged given the shortage of such commercial activity in the area.

Policy EM.1 Promoting economic activity

In principle, proposals for new employment provision will be welcomed in appropriate, sustainable locations, particularly where this will facilitate the re-use of previously developed (brownfield) land.

Wherever feasible, proposals for employment and mixed-use development within the neighbourhood area should make use of existing buildings for redevelopment (notable examples of previous good practice include the offices at Place Farm and the regeneration of the Tithe Barn), should actively promote sustainability (as defined in the NPPF) and should not be detrimental to the conservation of the area's rural character and landscape.

Proposals for mixed development (i.e. both housing and employment on the same site) must ensure that neither use has any adverse impacts on the other in terms of noise, light, design, smell, and/or parking.

To ensure that development takes into account increasing trends in homeworking and flexible working patterns, all development must provide for high speed communications infrastructure (e.g. broadband or equivalent) which must be operational before a development can be sold or rented on the open market, or released by an affordable housing supplier. Cabling for such infrastructure must be sited underground (as per BL.9).

Employment and Business EM.2 Employment in the village centre

Protect existing employment provision.

Over 100 businesses operate from bases in Tisbury and West Tisbury. There is a surprising number of specialist shops and outlets; local services and amenity provision which add to the interest and activity of the village. Clearly, to retain these businesses and the employment that they offer, and to attract more of them, requires sufficient employment and office provision in the High Street in addition to policies which will protect the strong retail and business offer.

Therefore, applications for the change of use of a building in whole or in part from commercial and/or retail to residential will be strongly resisted.



Figure 16 - View from upper end of Tisbury High Street, facing South, left hand side.

Figure 17 - View from upper end of Tisbury High Street, facing South, right hand side.

Figure 18 - View from lower end of Tisbury High Street, facing North, left hand side.

Figure 19 - View from lower end of Tisbury High Street, facing North, right hand side.

Figure 20 - View from across The Square, facing West.

Figure 21 - View from across The Square, facing East.

Policy EM.2 Protecting employment activity

In accordance with Wiltshire Core Strategy Policy CP35, existing employment sites will be safeguarded from non-employment uses unless there is valid evidence that the site has no long-term or strategic requirement to remain in employment use. However, the protective measures of CP35 do not apply to smaller sites of less than 0.25 hectares (0.62 acres). Given that there are many very small employment sites in the neighbourhood area, TisPlan will extend these conditions so that they will apply to sites of less than 0.25 ha.

Under Wiltshire Core Strategy Policy CP35, proposals for the redevelopment of land or buildings for conversion to residential use in excess of 0.25ha (0.62 acres) currently or last used for activities falling within use classes B1, B2 and B8 must demonstrate:

“There is valid evidence that the site has no long term and strategic requirement to remain in employment use; the ability of the site to meet modern business needs must be considered, as well as its strategic value and contribution to the local and wider economy both currently and in the longer term. It must be shown that the site is no longer viable for its present or any other employment use and that, in addition, it has remained unsold or un-let for a substantial period of time (at least 6 months), following genuine and sustained attempts to sell or let it on reasonable terms for employment use, taking into account prevailing market conditions.”

Sites containing or consisting of large sheds or similar that are no longer commonly required by modern businesses and that may be claimed to be no longer viable should first be considered for redevelopment as alternative sized commercial/industrial units. Any subsequent proposal to change the use to another purpose should demonstrate that alternative commercial /industrial uses have been investigated and are still not found to be viable.

Development for employment and/or retail sites purposes under 0.25ha will be safeguarded from non-employment uses, unless it can be demonstrated that the site is:

- i. No longer needed for such purposes
- ii. Replaced by equivalent or enhanced provision
- iii. Unsuitable for employment or retail use

Proposals for development on sites with previous use classes in categories A, C and D should also remain in employment use. The conversion of these sites into use classes B1, B2, and B8 will be looked upon favourably, subject to the proposal meeting the above conditions. Any change of use should be subject to genuine engagement with the community to confirm whether the proposed site is needed by existing employers of all sizes who already operate in the neighbourhood area.

The former Magistrates Court and Police Station should remain in employment use, providing for the development of small businesses and ensuring that any future increase in population is served by a corresponding expansion of local services and employment opportunities.

Action points for Tisbury and West Tisbury Parish Councils to carry forward Employment and Enterprise Policy Objectives

Policy	Action point
EM1	<ul style="list-style-type: none"> • Support initiatives for the reuse of sustainable brownfield sites if they will result in enhanced employment opportunities.
EM2	<ul style="list-style-type: none"> • Support initiatives for the establishment of a farmers' market (as requested in TisVis). • Champion the continued provision of free parking in and adjacent to the High Street.

Leisure, Community and Wellbeing

Background and rationale

The neighbourhood area is a very safe place in which to live with the lowest crime rates per person in the county. The village remains a close-knit community and enjoys annual community events such as the Summer Fete and the Carnival. It also benefits from a number of active and well-established community organisations, such as the Local History Society, an amateur theatre group, a horticultural society and a natural history group. TisPlan seeks to protect the buildings that encourage community activity in the area.

As well as being the setting for everyday lives, the AONB's landscape also provides areas of beauty and tranquility that provide opportunities to improve mental and physical wellbeing. Wiltshire's population is ageing more rapidly than England or the South West, reflected by the 20.1% growth in the number of people aged 65 or over, between 2002 and 2010. In Tisbury, the demographics similarly reflect this pattern of growth in the ageing population*.

Whilst it is not the role of the neighbourhood plan to provide for health and wellbeing services, the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities through built design and natural spaces.

There is a requirement to understand the impact that an increasing number of older people has on the community and to plan development accordingly, facilitating the objective of enabling people to live independently, and wherever possible continue to live in their own homes.

VISION: Leisure, Community and Wellbeing

The provision of recreational and community facilities will be protected and enhanced, contributing to the wellbeing of local residents and visitors to the area.



Figure 22 (above) - The River Nadder, at Stubbles

* Using estimated data from 2004 to 2006, Life expectancy at birth for males in Tisbury is 81.2 years and 86.0 years for females. The averages for Wiltshire are 79.0 years for males and 82.8 years for females.

Leisure, Community and Wellbeing LCW.1 - Local Green Space

Maintain and protect existing recreational services and facilities (e.g. play parks, recreational areas and leisure provision).

Generally, the centre of Tisbury is more 'urban' in character compared to West Tisbury and there are few green spaces within the centre of the village. The major green spaces are around the two river valleys that define the village on its southern and north-eastern edges, at St Johns Churchyard and the adjacent river on the southern side, and the Fonthill Brook that joins the River Nadder to the north-east.

There are several recreational areas currently in public (Parish Council) ownership, including the eight acre community meadow and orchard on a 100-year lease from Fonthill Estate, which were negotiated as part of a Section 106 agreement when the Wyndham Estate was built.

TisPlan wishes to see existing local green assets protected from all development for the enjoyment of present and future generations where they meet the NPPF criteria to be designated as Local Green Space.

Policy LCW.1 Local Green Space*

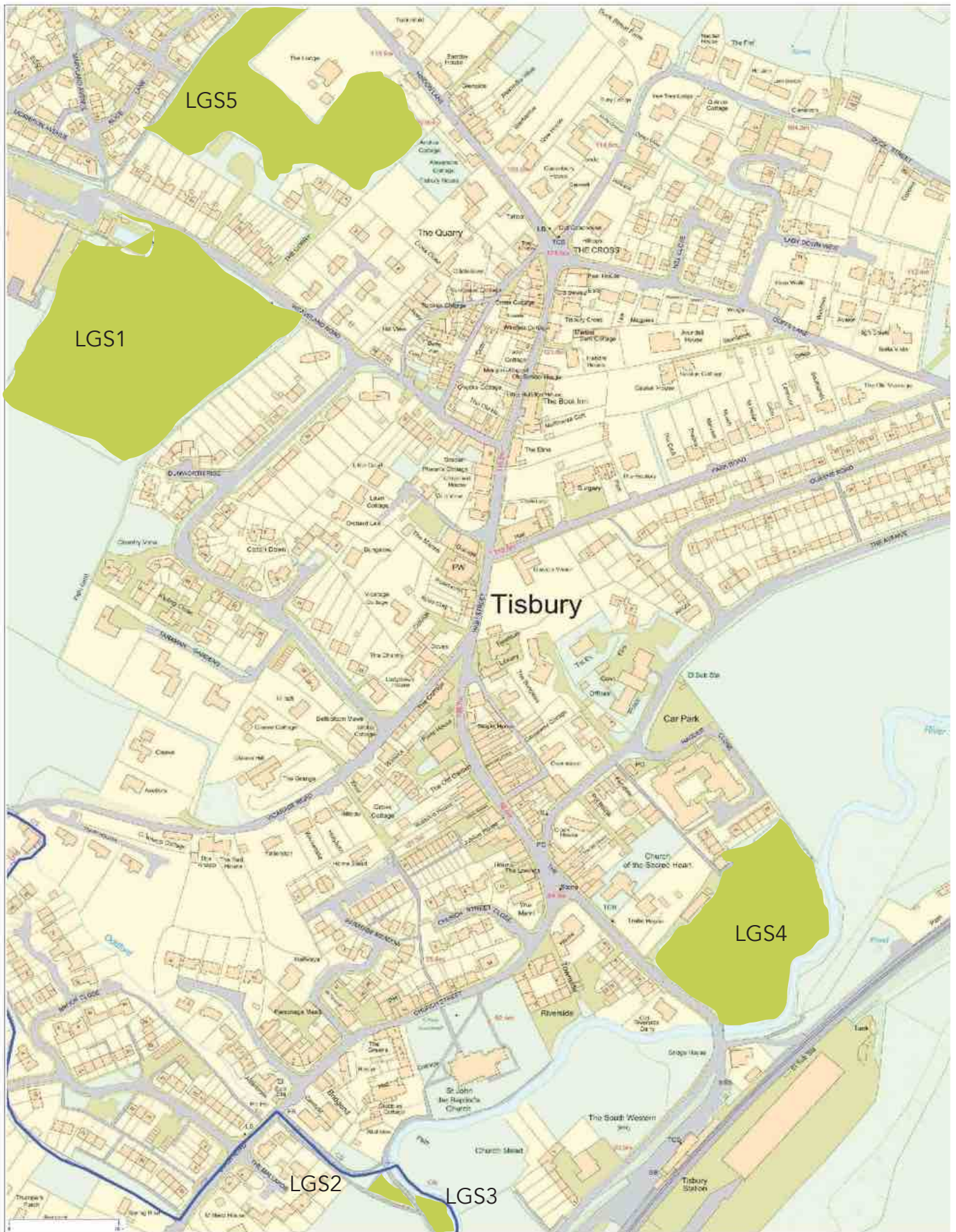
Subject to the provisions of the National Planning Policy Framework, the outdoor recreational areas listed below as identified on the LGS allocations map [p.46] will be designated as Local Green Space(s) (LGS) due to their mixture of community, recreational, historic or environmental value. Proposals that will result in either the loss of or a significant detriment to a Local Green Space or recreational facility will be refused at the following sites:

- LGS 1 King George V Playing Fields, Weaveland Road
- LGS 2 Stubbles Play Area, Stubbles
- LGS 3 Sensory Garden, Stubbles
- LGS 4 Lower Recreation Ground, Station Road
- LGS 5 Allotments, Weaveland Road

* Additional Local Green Spaces may be designated following further local consultation on the draft plan.



Figure 23 (above) - Stubbles recreation ground (LGS2)



Date Created: 28-6-2017 | Map Centre (Easting/Northing): 394409 / 129457 | Scale: 1:2449 | © Crown copyright and database right. All rights reserved (100052064) 2017 © Contains Ordnance Survey Data : Crown copyright and database right 2017

Leisure, Community and Wellbeing LCW.2 Community assets and community re-development

Protect community assets and/or promote appropriate community-led re-development for uses that encourage community activities, e.g. events, leisure etc.

The neighbourhood plan area has a number of important community assets which have significant recreational and wellbeing importance for local residents. For instance, it has Wiltshire's only heated outdoor swimming pool*. A state-of-the-art sports hall and space for other community services has recently (2016) been opened at the Nadder Centre ('the Nadder Centre for Health and Wellbeing').

Tisbury community is active with several local community groups and the wider community comes together in well-established annual events such as Tisbury Carnival and the Summer Fete.

Tisbury has seven village halls used for community purposes:

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



With the opening of the Nadder Centre as a hub for the local community, existing village halls and amenities may be at risk from future development if these local assets are less utilised. Parish Councils have the power to list community assets in a community asset register so that in the event of any proposals for change of use, the Parish Council will be notified, giving the community a six-month period in which to raise funds to purchase the site for community-led ownership and/or redevelopment.

Policy LCW.2 Community assets and community-redevelopment

Proposals that come forward to support community re-development of buildings listed in the community asset register* that prevent the loss of or a detriment to a building currently used for community purposes will be especially welcome.

* Community asset register to be published after TisPlan formal consultation.



Figure 24 (top) - The Hinton Hall, Church Street

Figure 25 (above) - The Victoria Hall, est. 1887

Figure 26 (right, middle) - The Nadder Centre Weaveland Road. Source: Wiltshire Council.

Figure 27 (right, bottom) - Tisbury Swimming Pool

* Tisbury swimming pool was originally built in the 1950s to prevent the spread of tuberculosis, caused by water borne bacteria.



Leisure, Community and Wellbeing LCW.3 Amenity space

Provide quality open, natural and/or leisure spaces as an integral part of new developments.

Accessible outside space, whether in the form of recreational areas for children or other outside space is important for local residents, where the built environment is balanced by the natural environment.

Trees, plants and green spaces are proven to provide significant health and wellbeing benefits, as well as supporting interaction with neighbours and the wider community. In addition, such spaces provide a setting for biodiversity to flourish.

The popularity of the parish allotments to residents in Tisbury demonstrates the importance of providing accessible green space for recreation and local food growing, which may become increasingly important within the plan period to reduce 'food miles'.

There are also significant benefits for the community to be actively involved in design of the built environment and the landscape features of local areas. For example, these could be encouraged through community-led design or, where possible, with the end-users of the development (e.g. as potential residents, or users of proposed facilities on the site).

Early consultation and discussions between developers and the Parish Councils is encouraged.

Policy LCW.3 Amenity space

Commensurate with the size of the scheme, proposals for development requiring planning permission may be required to contribute towards the provision of accessible external green space and/or leisure spaces, designed to enhance the lives of local residents, wildlife and/or the landscape.

This should be either through on-site provision or through a planning obligation or CIL, as appropriate.

Developers will be expected to provide or contribute to the provision of new amenity assets, such as:

- i) Landscaping that promotes natural features within development that actively promote wellbeing, including gardens, shared open spaces and trees;
- ii) Allotment facilities;
- iii) Recreational facilities for children and young people;
- iv) Infrastructure that facilitates access to nearby natural landscapes within the AONB e.g. footpaths, bridges and new pedestrian rights of way.

Any new amenity space should be accessible for users with additional mobility requirements e.g. wheelchair users, and persons with pushchairs.

Action points for Tisbury and West Tisbury Parish Councils to carry forward Leisure, Community and Wellbeing Policy Objectives

Policy	Action point
LCW.1	<ul style="list-style-type: none"> Continue with the appointment of a parish councillor with responsibility for liaison with the Nadder Centre Operations Board.
LCW.2	<ul style="list-style-type: none"> The Parish Councils will maintain a list of assets of community value, identifying buildings and/or land where the current primary use of the building/land furthers the social well-being or social interests of the local community.
LCW.3	<ul style="list-style-type: none"> Prioritise the allocation of CIL monies in line with community preferences identified via the community questionnaire. Support initiatives to maintain and/or extend sports and leisure provision in the community area.
General	<ul style="list-style-type: none"> Appoint a parish councillor with special responsibility for liaison with the South West Area Board – routinely attending area board meetings and reporting to the parish council – in order directly to represent the interests of the Tisbury community at Area Board level. Lobby transport providers for better links between train times and buses from the railway station to Salisbury District Hospital. Resist any proposals that may lead to a diminution of services and/or facilities.

Countryside and the Environment

Background and rationale

Neighbourhood Plans provide an ideal opportunity to identify, conserve and enhance landscape elements that contribute to local distinctiveness and ‘sense of place’.

The entire neighbourhood plan area is within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty - the sixth largest in England - and is one of thirteen AONB’s in the South West. AONB’s are areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes.

The AONB defines landscape as comprised of the natural environment (geology, landform and vegetation), the cultural environment (field patterns and historic buildings) and aesthetic and perceptual qualities (views and tranquility).

The neighbourhood area has a fragmented landscape character and lies within Landscape Biodiversity Area 10 of the Landscape Conservation Framework - Warminster and the Vale of Wardour. Unlike the chalkland to the north, this area of limestone, greensand and clay consists of loosely clustered villages intermixed with many dispersed farmsteads and hamlets across the landscape. Research has shown that the Cranborne Chase and West Wiltshire Downs AONB has one of the lowest levels of light pollution in the country*.

The River Nadder runs through the neighbourhood area and is one of the largest tributaries of the Wiltshire Avon.

There are numbers of internationally and nationally designated nature conservation and historical environmental sites within the area, including several Sites of Special Scientific Interest (SSSI). These are sited at Fonthill Grottoes, Ladydown Quarry, Upper Chicks Grove Quarry and the River Nadder itself.** County Wildlife Sites include the Oddford Valley and the Quarry at Hatch Lane, Tuckingmill.



VISION: Countryside and the Environment

The rural area will change little and new development will not impact the open countryside and biodiversity within the AONB. Areas at risk from flooding will be protected and excluded from development.

Figure 28 (above) - Views from West Tisbury

* CPRE Dark Skies <http://nightblight.cpre.org.uk/>

** Tisbury village 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 Tisbury village is within the SSSI Impact Risk Zone for the Fonthill Grottoes SSSI (source: SEA).

Countryside and Environment CT.1 The AONB

Conserve, enhance and protect the open countryside and the AONB.

TisPlan supports the AONB Management Plan (2014-2019) and its goal to ensure the preservation of its landscape and habitats, while recognising the necessity for carefully planned growth. The AONB is of paramount importance to local residents, with respondents to TisPlan's questionnaire stating that a major reason for moving to the area was the proximity of the AONB (Qu 3).

Great weight will be given to conserving landscape and scenic beauty in the consideration of any planning application. Development within the entire neighbourhood area should be respectful of traditional boundary features (such as stone walls and hedgerows) to prevent an sub-urbanising effect on the landscape.

Within the Conservation Area these should be referred to policy BL7 and its associated Character Zones.

Countryside and Environment Policy CT.1 The AONB

Great weight will be given to conserving landscape and scenic beauty within the AONB.

Development within and affecting the AONB must have regard to the AONB Management Plan (2014-2019), and/or any other relevant associated guidance, as amended.

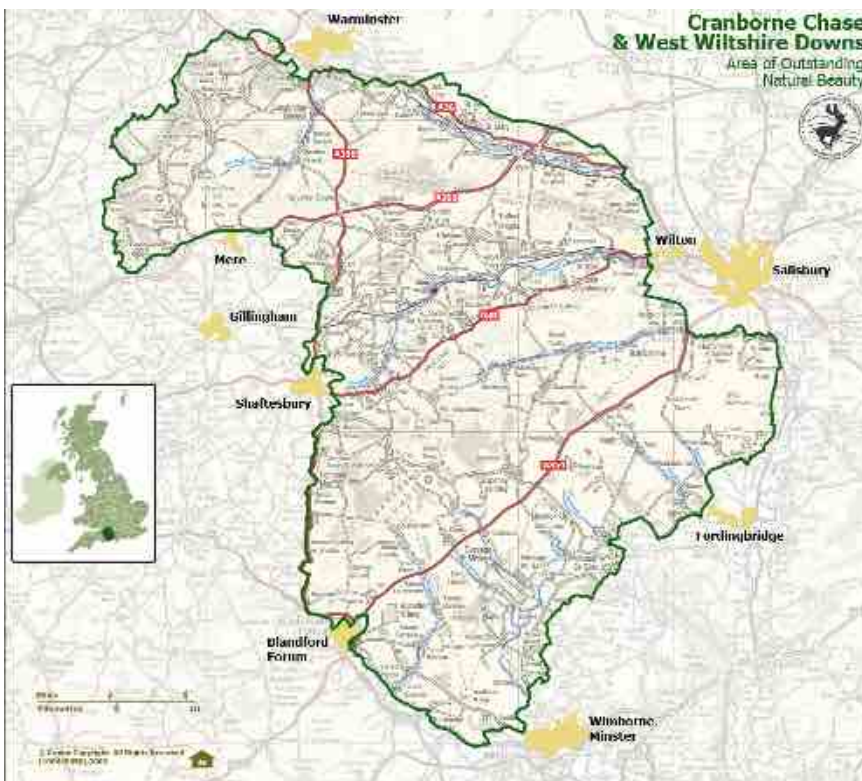
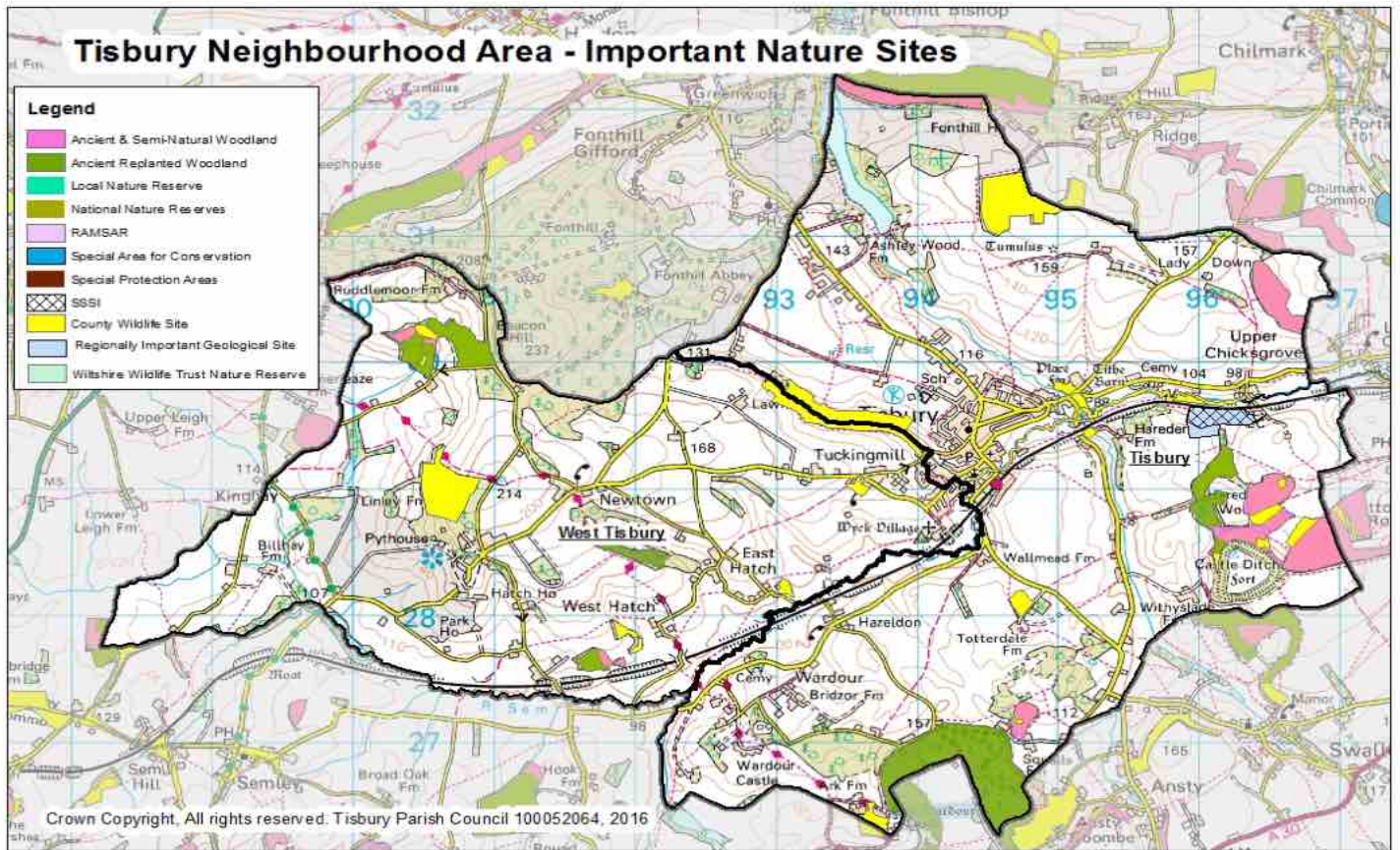


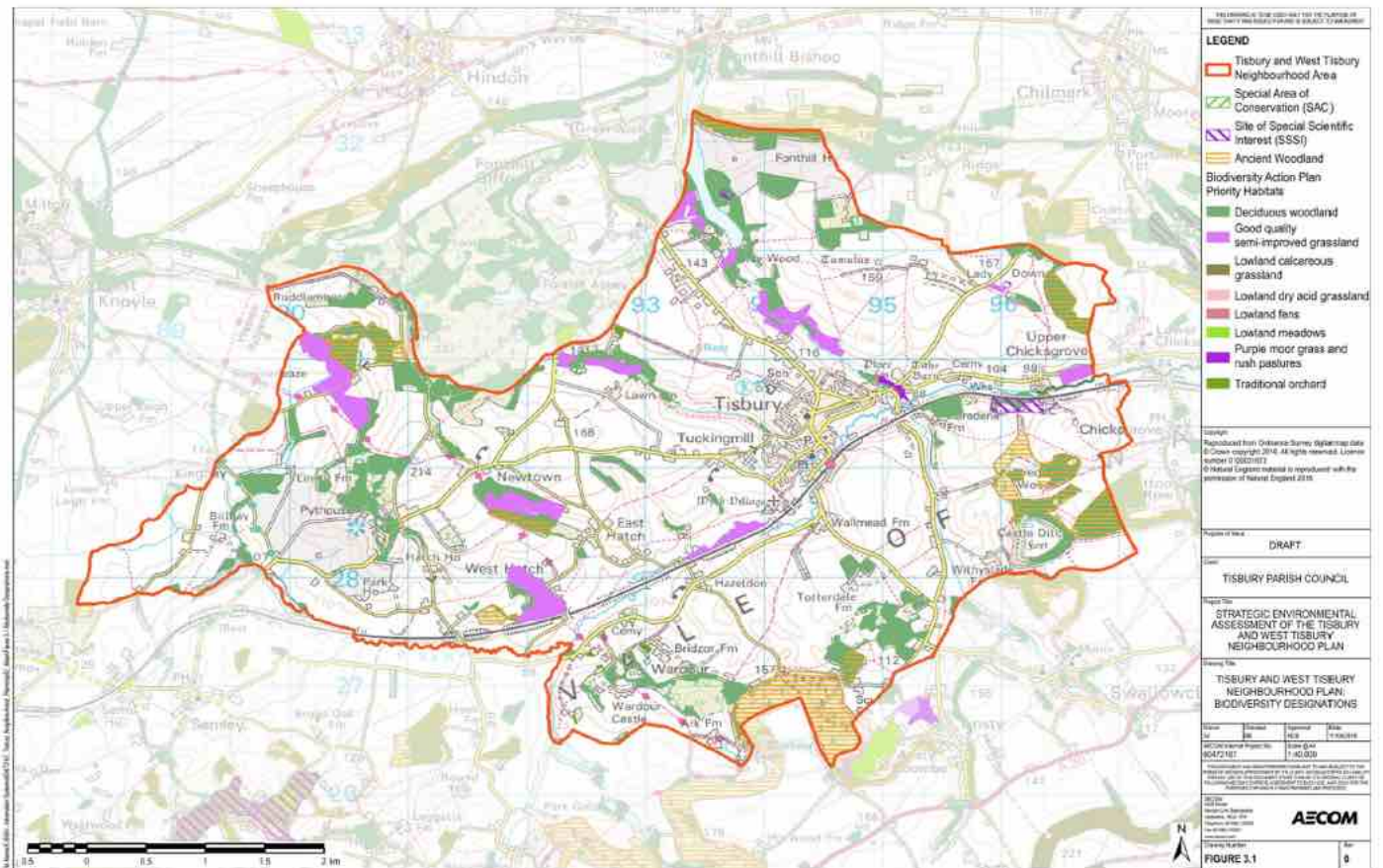
Figure 29 (above) - Example of a traditional stone wall, The Quarry, Tisbury

Map 11 (right) - The Cranborne Chase and West Wiltshire Downs AONB.



Map 12 (above) - Important nature sites in the neighbourhood area.

Map 13 (below) - Nature sites and biodiversity in the neighbourhood area.



Countryside and Environment CT.2 Biodiversity

Minimise the impact of new development on the environs of each site; conserve and encourage, and where possible, provide for improvements in biodiversity.

The plan area hosts several habitats for a number of Protected Species that are present in the neighbourhood area, including numerous species of bats, butterflies, moths, amphibians and birds. The area also hosts a number of prominent protected species such as the Common Dormouse, Greater Horseshoe Bat, Pipistrelle bat and Peregrine falcon.*

The distinct biodiversity features are recognised through the designation of four County Wildlife Sites (CWS), recognised by the Wiltshire and Swindon Biological Record Centre. These sites, along with Wiltshire's SSSIs, are a vital network of habitats such as chalk grassland, hay meadows and wet meadows, habitats that have long been under pressure from modern development and food production.

Box 1 - County Wildlife Site designations and biodiversity features

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

The Old Stone Quarry on Hatch Lane ST932290. Grassland flora and invertebrates. The ancient quarry crane, or derrick, is the sole example of its kind remaining in Wiltshire and highlights the importance of ancient quarries to social history, as well as biodiversity

Oddford valley from ST942294 as far west as Lawn Farm. Neutral grassland and wetland flora.
Meadows ST952296. Grassland flora.

The area contains the Wardour and Fonthill Lakes and the headwaters of the River Nadder, itself part of the Avon River System. The quality of water in the river supports an excellent habitat for fish, water mammals, and insects, including freshwater crayfish.

Increasing pressure from housing and employment land provision in the neighbourhood area has the potential to damage habitats and to put species at risk, including at designated conservation and heritage sites. Climate change may affect the range of crops or water flows in rivers and streams, causing habitats to expand, contract or migrate.

The community has already sought to increase biodiversity. The Community Open Space was leased (100 year long-term) by the Fonthill Estate in 2012 to Tisbury Parish Council as part of the S106 Agreement associated with the development of Wyndham Estate on Hindon Lane. This area will ensure the preservation of the western borders of Tisbury for both wildlife and community use.

Features of biodiversity value such as trees, hedgerows, waterways and meadows should be protected from the impacts of future development, and where possible enhanced, owing to their historic, visual or biodiversity value.

*For more details, see recent a wildlife mapping survey as part of the County's Biodiversity Action Plan, 2008 and the TisPlan Strategic Environmental Assessment Report.

In particular, the water meadows and fields adjacent to The Avenue in Tisbury were found to have notable biodiversity assets. This is an important site for Tisbury in terms of landscape, amenity and wildlife and these features must be protected and enhanced.

Opportunities for biodiversity offsetting, particularly for trees felled through the development of a site, should be provided - both on and/or off-site where feasible - and should not result in any net loss overall.

Countryside and Environment Policy CT.2 Biodiversity

Development should aim to minimise adverse impacts on, and where possible promote net gains to, biodiversity - appropriate to the size of the development. For example, any development should aim to:

- i) Protect and enhance green infrastructure and wildlife corridors;
- ii) Retain existing habitats;
- iii) Retain existing trees, woodlands and hedgerows;
- iv) Retain and enhance verges on public rights of way, including corridors for people and/or nature, in the context of the surrounding area (e.g. footpaths and bridleways, and designated greenspace specified in LCW1 and/or amenity space as per policy LCW.3).

Should the need for and/or the benefits of the development in that location clearly outweigh the loss of any of the above natural assets, any such loss will need to be appropriately mitigated by adherence to a green infrastructure plan. This should state the additional measures to be taken in order to minimise the impact of the development and to improve green spaces and/or corridors for people and nature, in the context of the surrounding landscape. It is expected that green infrastructure plans will be conditioned in planning approvals.

Developers will be expected to retain natural boundary treatments and provide new areas of indigenous natural planting and habitat as part of new developments. This will help to promote wildlife corridors and, where appropriate, provide natural screening to help integrate new development with the existing community.

The water meadows adjacent to the River Nadder are areas of particular landscape and biodiversity value that should be protected from any future development impacts within its vicinity.



Figure 30 (left) - The Avenue, water meadows, Tisbury.

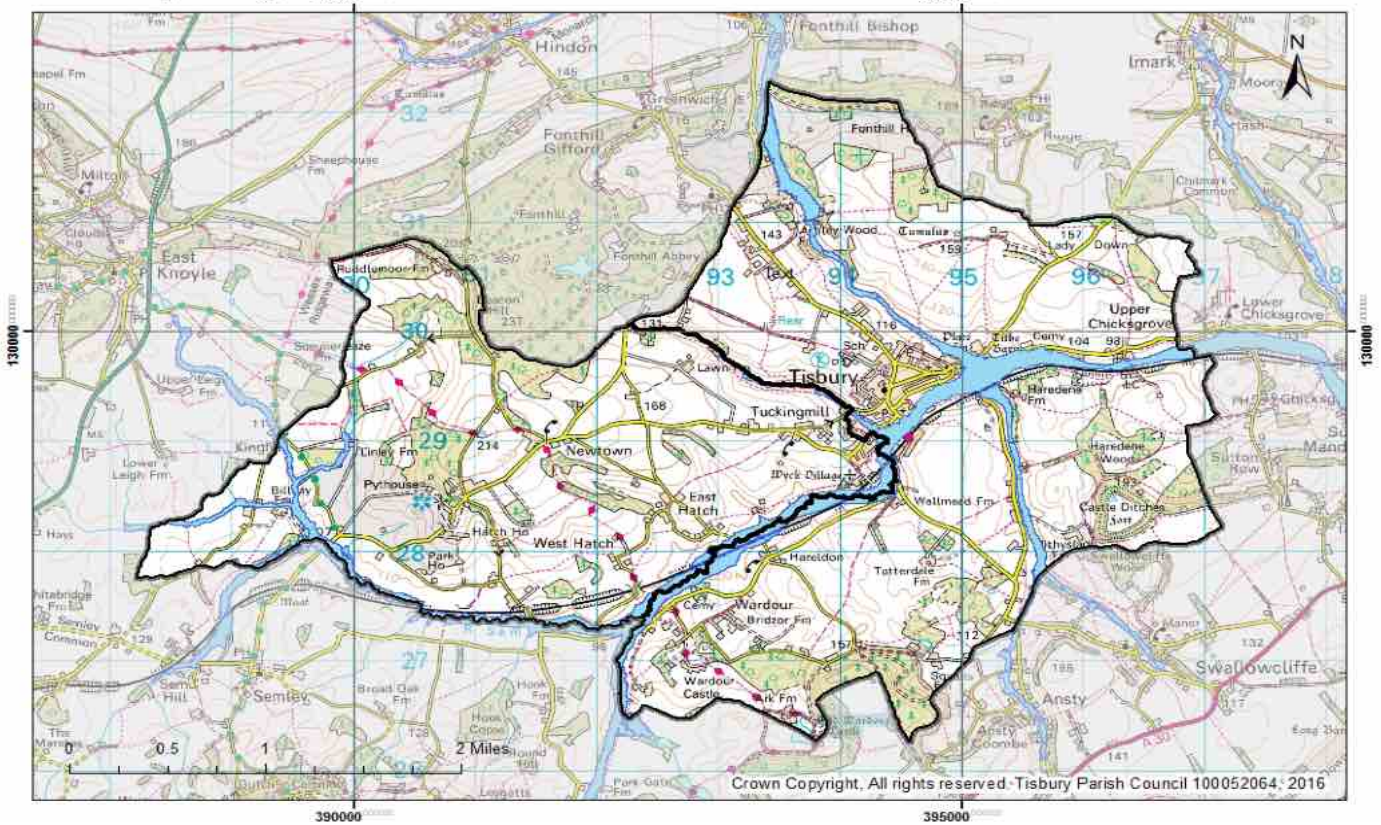
Figure 31 (middle) - Peregrine falcon.

Figure 32 (right) - Pipistrelle bat.

Countryside and Environment CT.3 Flood Risk

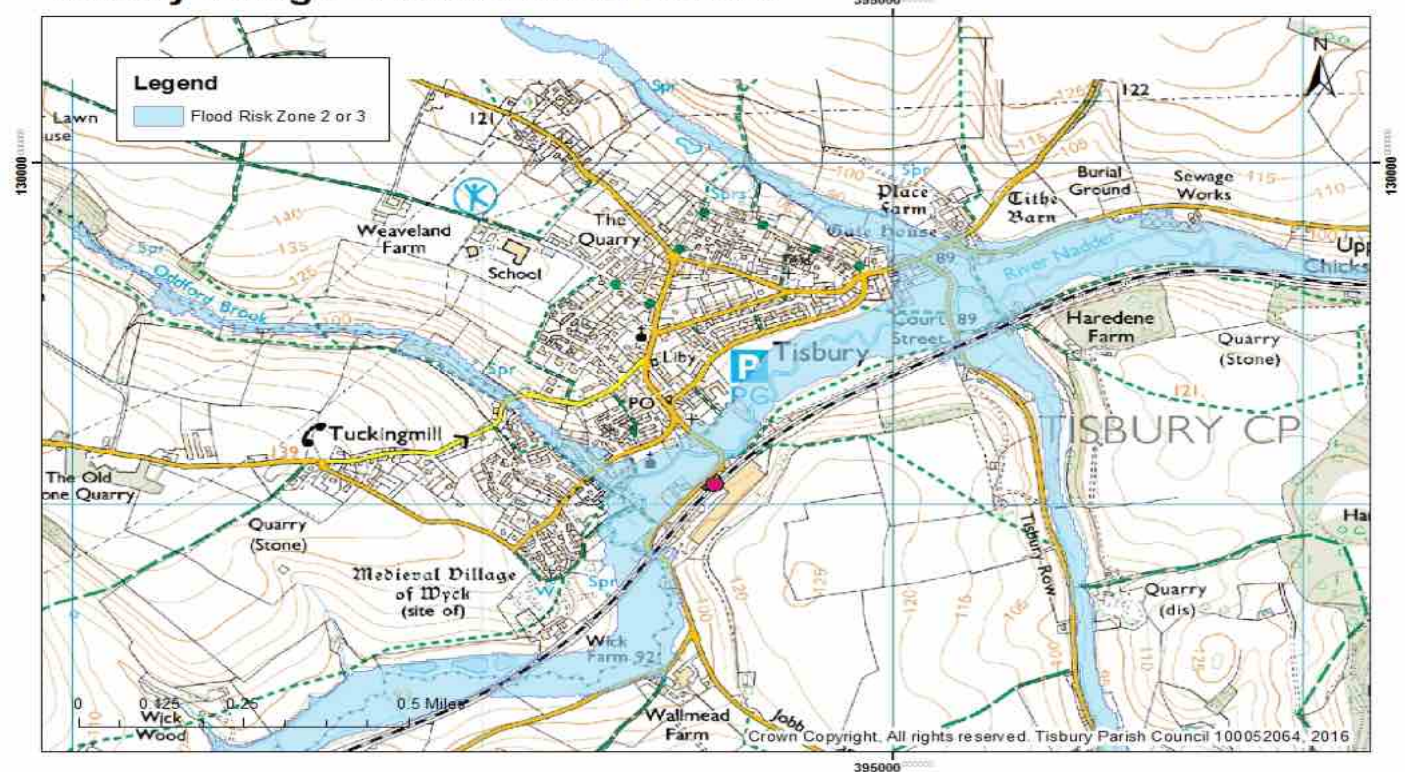
Ensure that the location of new development is not situated in areas of flood risk and will not exacerbate or contribute to flooding elsewhere.

Tisbury Neighbourhood Area - Flood Zones



Map 14 (above) - Flood Risk zones 2 and 3 (medium and high risk) in the neighbourhood area.
 Map 15 (below) - Detailed flood zones map zones 2 and 3 (medium and high risk) in Tisbury village.

Tisbury Village - Flood Zones 2 and 3



The River Nadder runs through Tisbury, from the west to the east across the parish with two main tributaries from the Oddford Brook and Fonthill Brook.

Parts of Tisbury are liable to flood (see Flood Map, maps 13 and 14, p.55). Some parts of the village fall within Flood Risk Zone 3a (flood-prone urban area) and the southeastern boundary of Tisbury adjoins a floodplain, Flood Risk Zone 3b (functioning flood plain).* Currently planning applications have to carry out an exception test if development is highly vulnerable and in flood zone 2, essential infrastructure in flood zone 3a or 3b, or more vulnerable in flood zone 3a.

Particular locations at risk include parts of the High Street, Court Street, Stubbles and Station Road and Tisbury Row. There are also two reservoirs near to Tisbury - Wardour Castle Lake and Wardour Park - which fall under flood category B and A, respectively. Development should not exacerbate existing flood risk in the plan area.

Countryside and Environment Policy CT.3 Flood risk

Any proposal for development on flood risk zones 2 and 3 or any other area of known flood risk, or on a site likely to cause flood displacement, will be strongly resisted.*

*Notable areas where there is substantial evidence of flooding include the areas of water meadow and fields adjacent to the River Nadder (The Avenue, Tisbury Row/Court Street), the fields adjacent to the Southwestern and Stubbles.

*Environment Agency review of South Wessex reservoirs, February 2007.



Figure 33 (left) - Railway Bridge on Jobbers Lane affected by river water flooding, March 2016



Figure 34 (right) - The fields south of the Avenue and Tisbury Row/Court Street - looking west towards Tisbury, affected by river flooding, March 2016

TisPlan Reg 14 - Final Version



Figure 35 - Field south of The Avenue/Tisbury Row/Court Street affected by river flooding, March 2016



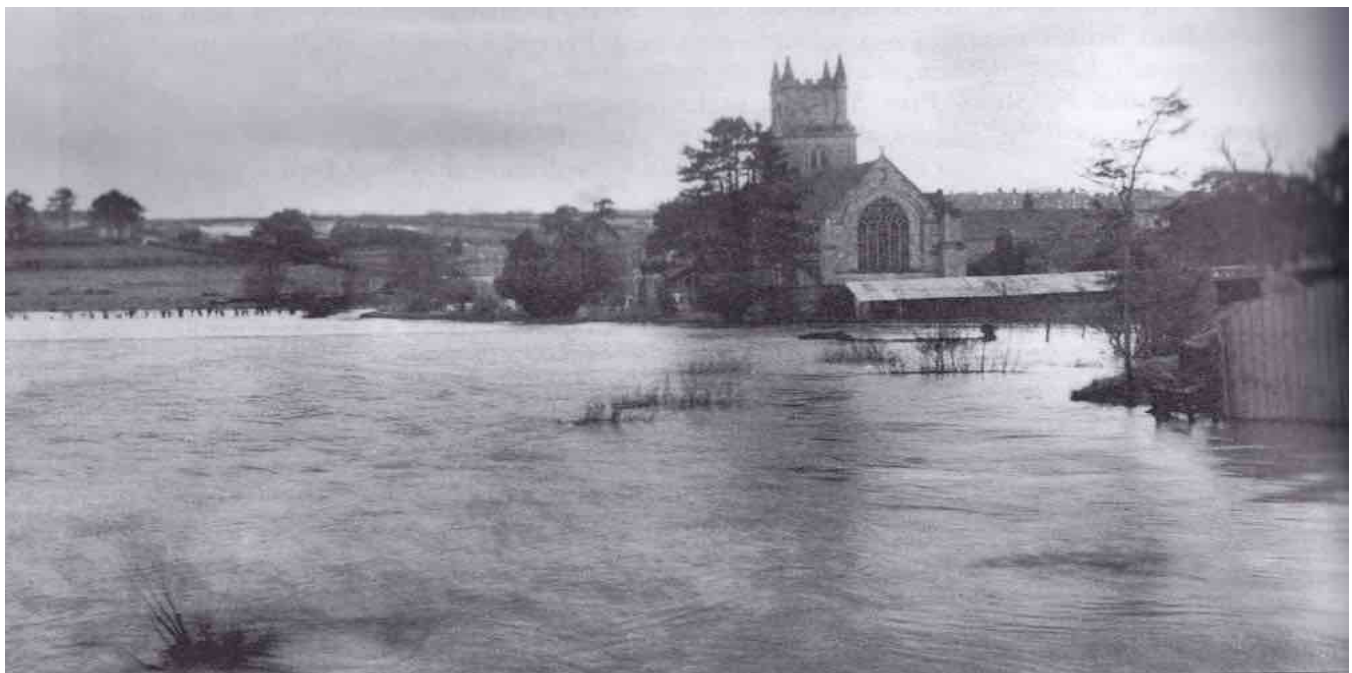
Figure 36 - Fields south of The Avenue affected by river flooding, March 2016



Figure 37 - Entrance to Stubbles affected by river flooding, March 2016



Figure 38 - Entrance to Stubbles affected by river flooding, March 2016



THE NADDER BURSTS ITS BANKS, 1935. Excessive rain brought extensive flooding at Christmas in that year, with the church looking practically isolated. The Union Workhouse can be seen on higher ground to the left of the picture. [Marguerite Du Pre]

Figure 40 - Historical photo of Stubbles area completely under water from flooding in 1935

Action points for Tisbury and West Tisbury Parish Councils to carry forward Countryside and Environment policy objectives

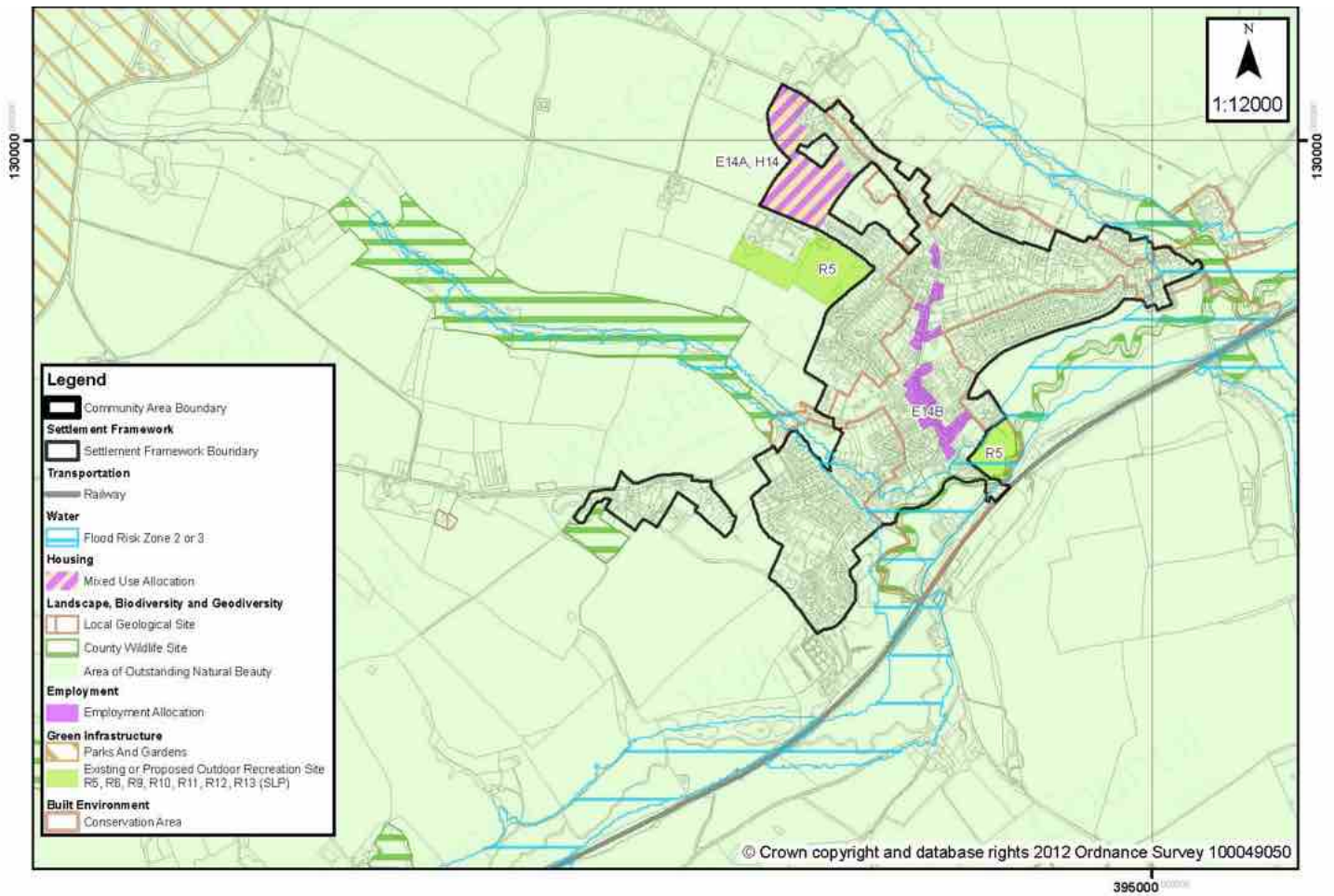
Policy	Action
CT.1	<ul style="list-style-type: none"> • Make available to local developers and relevant groups the Cranborne Chase AONB Position Statements, Fact Sheets and Advice Notes to provide additional information on specific aspects of the landscape, and specific types of development. • Consider the commissioning of a neighbourhood-scale landscape character assessment. • Identify and record locally important and distinctive boundary features and materials so that these may be taken into account in the design of any new development within the neighbourhood area.
CT.2	<ul style="list-style-type: none"> • Support co-ordination of regular monitoring of local biodiversity and landscape status by local environmental groups (e.g. through grants), in conjunction with the AONB, Wiltshire Wildlife Trust etc. Such data could be used to inform biodiversity and landscape considerations for individual planning applications. The Wiltshire Biodiversity Action Plan should be closely linked to development. • Consider a local offset site (e.g. field under community ownership) for trees and shrubs cut down through development to prevent net loss in local CO₂ absorption capacity on designated public land. • Seek additional protection for the water meadow, south of The Avenue, Tisbury to protect its biodiversity and landscape benefits. • Protect and enhance nocturnal wildlife and avoid light pollution through the CPRE Dark Skies initiative (e.g. turning public lighting off at midnight).
CT.3	<ul style="list-style-type: none"> • Consider the recommendation of the Environment Agency's review of South Wessex reservoirs that the floodplain area is made the subject of a Conservation Management Plan, which will focus on the ecological value of this area.
General	<ul style="list-style-type: none"> • Nominate a Councillor with special interest in environmental issues to be responsible for coordinating the action points above.

Conclusion: what happens next?

The Draft 'Pre-Submission' Neighbourhood Plan for the parishes of Tisbury and West Tisbury 'TisPlan' is available for local community consultation (Reg 14) during the consultation period 10th July - 8th September 2017. This version will then be revised based on feedback received which will be clearly stated in a Consultation Statement at the time it is submitted to Wiltshire Council for a further consultation (Reg 16) later in the year or early 2018.

After this, TisPlan will be reviewed by an Examiner before proceeding to local referendum on whether or not the plan should be formally adopted by Wiltshire Council as part of its Local Development Framework (LDF).

Once adopted, or 'made', this plan will become part of Wiltshire Council's LDF as a 'material consideration'. This will mean that local residents' views as presented in this plan, and reflecting any subsequent changes as a result of consultation feedback, must be taken into account. If adopted, TisPlan will be used alongside Government policy, and the Wiltshire Core Strategy to manage development in Tisbury and West Tisbury from 2017 until 2030.



Map 16 - Summary map of key designations (external) in the Tisbury area.

Abbreviations used in TisPlan

AONB	Area of Outstanding Natural Beauty
BL	Housing and Buildings
CAA	Conservation Area Appraisal
CIL	Community Infrastructure Levy
CLT	Community Land Trust
CP	Core Policy (in WCS)
CPRE	Campaign for the Protection of Rural England
CT	Countryside and the Environment
CWS	County Wildlife Site
EM	Employment and Enterprise
HGVs	Heavy Goods Vehicles
JSA	Joint Strategic Assessment
LCW	Leisure, Community and Wellbeing
LDF	Local Development Framework
LGS	Local Green Space
NPPF	National Planning Policy Framework
NDP	Neighbourhood Development Plan
Reg 14	Regulation 14 (of the 2012 Neighbourhood Planning Regulations)
SC	Sports Centre
SERUG	Salisbury to Exeter Rail Users Group
SW	Station Works
WC	Wiltshire Council
WCS	Wiltshire Core Strategy

Appendix 1 - TisPlan Evidence base

The TisPlan steering group has produced the following Appendices as supplementary information to the plan:

- Appendix 1 TisPlan Evidence base
- Appendix 2 TisPlan timeline and community consultation
- Appendix 3 Tisbury Character Zones
- Appendix 4 Local History of the TisPlan area (written by Christina Richard, Tisbury History Society)
- Appendix 5 A Glossary of Planning Terms*

Annexes (supporting information produced by TisPlan steering group)

- Annex 1 TisPlan questionnaire (December, 2015)
- Annex 2 Analysis of TisPlan questionnaire (March, 2016)
- Annex 3 Summary of Consultation feedback (July 2014)
- Annex 4 Summary of Consultation feedback (September 2014)
- Annex 5 TisPlan Community Feedback Day Report (May 2017)
- Annex 6 Local Green Space evidence base

Evidence produced by others used to inform TisPlan policies

- Annex 7 Tisbury and West Tisbury Neighbourhood Plan Site Assessment Report (16th June 2017, produced by AECOM)
- Annex 8 TisPlan Strategic Environmental Assessment (July 2017, produced by AECOM)

Key relevant local evidence

- Annex 9 Tisbury Community Parking Strategy, Tisbury Village Parking Review (TAPCAP, March 2010)
- Annex 10 Tisbury Conservation Area Appraisal (Salisbury District Council, 2009)
- Annex 11 Tisbury Parish Plan, TisVis (2007)
- Annex 12 CG Fry Design Guidance for Wyndham Estate (December, 2006)
- Annex 13 - AONB Management Plan
- Annex 14 Wiltshire Council Housing Needs Survey Report 2014

The above documents are available at www.tisplan.org.uk.

* For those who may be unfamiliar the technical terms used within TisPlan.

Additional data used to inform TisPlan's evidence base

Census Data 2011	2016
CPRE Dark Skies initiative	Wiltshire Intelligence Network
Joint Strategic Assessment -Tisbury Community Area (2013-15)	Wiltshire Council Local Transport Plan (Public Transport Strategy Vision).
The National Planning Policy Framework	Wiltshire Council Open Spaces Study, March 2015
Section 77 of the School Standards and Framework Act 1998 and Schedule 1 of the Academies Act 2010	Wiltshire Council Play area and pitches consultation
State of the Environment Wiltshire and Swindon 2013	Wiltshire Council Strategic Housing Land Availability Assessment
Wiltshire Council Core Strategy	Wiltshire Council Strategic Flood Risk Assessment
Wiltshire Council Cabinet Report 20/6/17	Wiltshire Council Workspace and Employment Land Review 2011
Wiltshire Council Housing Land Supply Statement,	



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