

# Tisbury and West Tisbury Neighbourhood Development Plan



Reg 16, Submission Version  
Spring 2019

2017 - 2036



## In compliance with Regulation 16 of the Neighbourhood Planning (General) Regulations 2012

Qualifying body: Tisbury Parish Council

This plan has been developed with the commitment and contribution of the Tisbury and West Tisbury Neighbourhood Plan (TisPlan) Steering Group and the local community, and with thanks to Locality<sup>1</sup> and the Parish Councils of Tisbury and West Tisbury for their financial support.



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

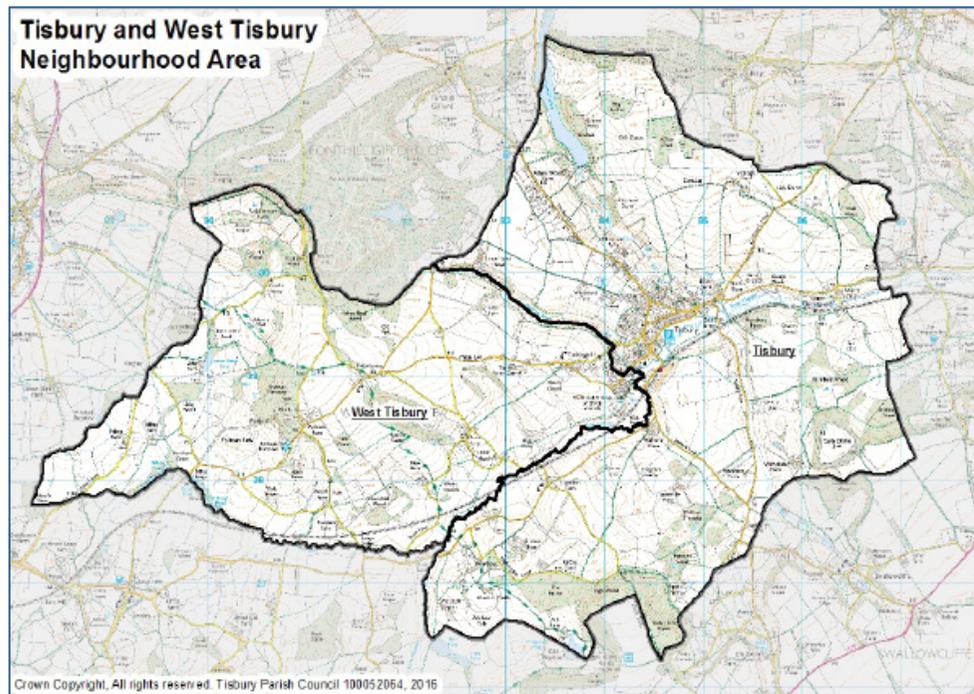
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# Introduction to TisPlan: Submission Version



,Map of the TisPlan Neighbourhood Area of the parishes of Tisbury and West Tisbury, designated in July 2015 (Map: Wiltshire Council)

Local residents and visitors love this area: it is friendly and welcoming. They appreciate the open countryside, the winding river and the narrow lanes. They value the advantages of Tisbury Railway Station and the wide range of local shops and facilities in Tisbury High Street. All of this has evolved through the centuries, without any need for a 'neighbourhood plan'.

## *So why do we need one now?*

As part of a strategy to devolve power more widely in the UK, the Localism Act 2011 invited every local community – as a defined 'neighbourhood plan area' – to set out its own views on local planning in a neighbourhood plan, taking into consideration the priorities of residents, local businesses and community groups on what they feel are the important issues for the future of their area. In the case of TisPlan this area covers the two adjoining parishes of Tisbury and West Tisbury. It was designated by Wiltshire Council in July 2015.<sup>2</sup>

## *But we approved TisVis, isn't that sufficient?*

In 2007, the Parish Councils of Tisbury and West Tisbury produced a joint Parish Plan 'TisVis'.<sup>3</sup> The local community was consulted on priorities for the future over a range of issues including health, education, employment, local services, the High Street, housing and the environment.

Whilst TisVis 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. In any event, it would not now be considered sufficiently robust to be capable of withstanding the level of expert scrutiny required of a neighbourhood plan.

The existence of a 'made' (adopted) neighbourhood plan gives greater local influence on planning decisions. If supported by a 'yes' vote in a local referendum, TisPlan will form part of Wiltshire Council's Local Development Framework (LDF)<sup>4</sup>. TisPlan will then become a 'material consideration' that will be used to inform development decisions in Tisbury and West Tisbury until 2036, in line with the next Wiltshire Council Core Strategy period.<sup>5</sup>

<sup>2</sup> The designation documents are available from Tisbury Parish Council or [www.tisplan.org.uk](http://www.tisplan.org.uk)

<sup>3</sup> See [Annexe 2 - Tisbury Parish Plan, TisVis \(2007\)](#).

<sup>4</sup> The LDF is a portfolio of planning documents that deliver spatial planning at the local (i.e. county and parish) level.

<sup>5</sup> The justification for extending TisPlan into the next Core Strategy period is set out in [Section 1.2](#).

## *There seem to be different versions of TisPlan, which version is this?*

This is the Submission version of TisPlan, the outcome of more than five years' community consultation and evidence gathering by the TisPlan Steering Group. The inputs of the community from questionnaires, several open days and feedback sessions have been paramount in shaping the policies set out in this plan.

During the formal consultation of the Draft (*Pre-Submission*) version of TisPlan between 10th July - 8th September 2017, a TisPlan Open Morning was held in July 2017 at the Reading Room (former Library) in Tisbury High Street. Steering group members were available to discuss any feedback or questions raised by those who attended.

A detailed summary of TisPlan's community consultation from 2013-2018 and a schedule of all the responses received during the public consultation (Reg 14) and how each of these comments were addressed can be found in [Appendix 9 - TisPlan Consultation Statement](#).

## *What happens next?*

It is now for the local community and statutory consultees to decide whether the vision, objectives and policies in TisPlan address local needs during a final six-week consultation led by Wiltshire Council.

The plan and its supporting documents will be formally examined by an independent examiner, who will either recommend further modifications or approve the plan, thereby permitting it to proceed to referendum.

Wiltshire Council will then make arrangements for a referendum of all the electorate in Tisbury and West Tisbury parishes, on whether or not TisPlan should be used to aid decision-making on planning applications. If the referendum result is in favour of the plan, then TisPlan will form part of the statutory Local Development Framework (LDF) when planning applications are considered within the two parishes.



Above: Pump Court, West Tisbury

Below: The High Street, Tisbury



## Abbreviations Used in TisPlan

AECOM	Architecture, Engineering, Consulting, Operations and Maintenance Technology Corporation
AONB	Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty
BL	Housing and Buildings
BREEAM	Building Research Establishment Environmental Assessment Method
CAA	Conservation Area Appraisal
CIL	Community Infrastructure Levy
CLT	Community Land Trust
CP	Core Policy (of Wiltshire Council's Core Strategy)
CPRE	Campaign for the Protection of Rural England
CWS	County Wildlife Site
EB	Employment and Business
HGVs	Heavy Goods Vehicles
HNA	Historic and Natural Assets
JSA	Joint Strategic Assessment
LCW	Leisure, Community and Well-being
LDF	Local Development Framework

LGS	Local Green Space
NDP	Neighbourhood Development Plan
NPPG	National Planning Policy Guidance
NPPF	National Planning Policy Framework
Reg 14	Regulation 14 (of the 2012 Neighbourhood Planning Regulations)
Reg 16	Regulation 16 (of the 2012 Neighbourhood Planning Regulations)
SAC	Special Area of Conservation
SDC	Salisbury District Council
SEA	Strategic Environmental Assessment
SERUG	Salisbury to Exeter Rail Users Group
SSSI	Site of Specific Scientific Interest
SHLAA	Strategic Housing Land Availability Assessment
SW	Station Works
TPC	Tisbury Parish Council
TSC	Tisbury Sports Centre
WC	Wiltshire Council
WCS	Wiltshire Core Strategy
WTPC	West Tisbury Parish Council

## How to Use TisPlan

Each section gives a broad overview of the key issues that affect the communities of Tisbury (as a Local Service Centre) and West Tisbury (as predominantly a cluster of rural hamlets). These issues each have corresponding objectives and policies that support the overall vision of the plan and aim to be a positive and proactive response ensuring the overall sustainability of the area. The evidence base that supports TisPlan's policies is listed in [Appendix I - Evidence Base](#). The relevant documents are available to download at [www.tisplan.org.uk](http://www.tisplan.org.uk). Reference copies of this submission version of TisPlan are available from Tisbury Parish Council, Tisbury Library and on the TisPlan website. Printed copies are available from Tisbury Parish Council, price £12.00 to cover printing costs (+ Appendices/Annexes - prices on request). Contact: The Clerk, 01747 260088, or by email ([tisburypc@gmail.com](mailto:tisburypc@gmail.com)).

In order to encourage the Parish Councils to continue to address the issues raised, TisPlan has identified a number of short and long-term action points relating to each section. It may be that some actions are a 'quick fix'; others may depend on funds accruing from the Community Infrastructure Levy (see [Policy CIL.1 Planning Gain: Potential Use of Community Infrastructure Levy Monies](#) for a schedule of community preferences for such investment). The Parish Councils will seek to prioritise these actions.

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

## 1.1. A Brief Overview of the TisPlan Area

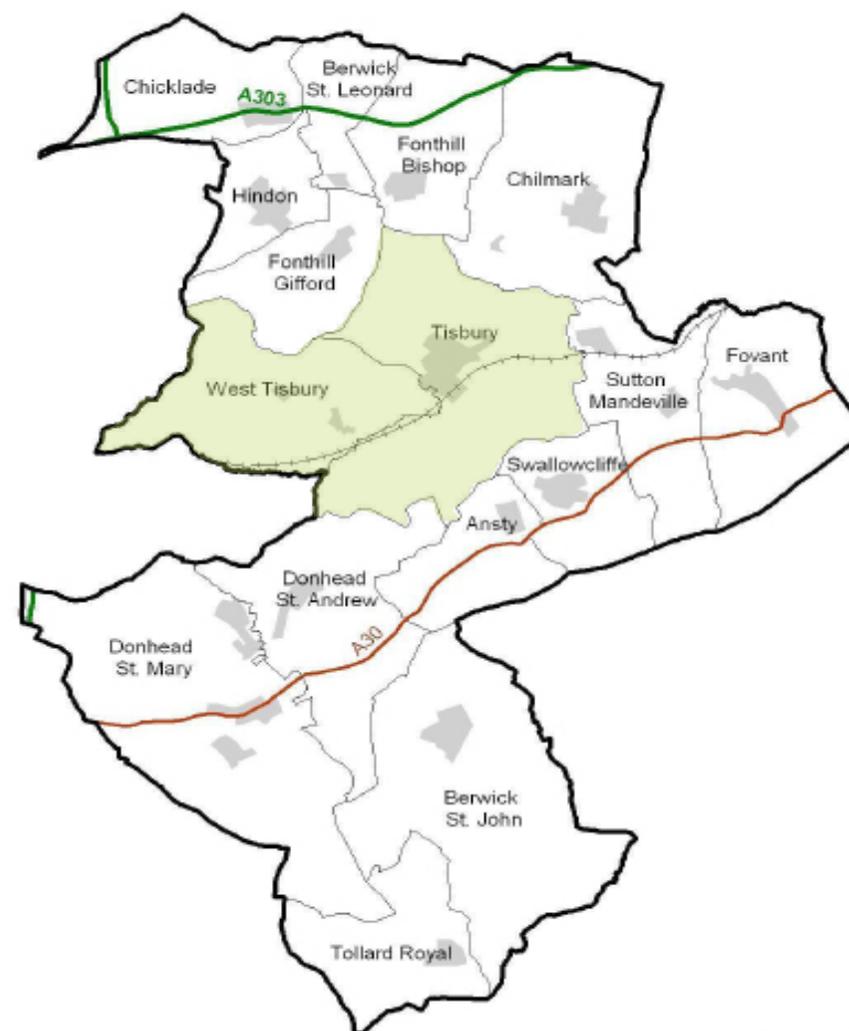
Tisbury originated as a Saxon settlement, beside the River Nadder and the area where the church of St John the Baptist now stands on Church Street. Here the immediate surrounds are regarded as having high archaeological significance with links to a mid-Saxon monastery and burial ground.

It was the Saxons who first called the area Tissebiri, derived from Tysse's Burgh. Tysse was perhaps a Saxon leader who may have founded the settlement. The first written evidence for Tisbury comes from a grant of land to Abbot Ecnold and his 'familia' or community at Tisbury Minster in 759 AD.<sup>6</sup>

The neighbourhood area - the adjacent parishes of Tisbury and West Tisbury - is a closely-knit community, comprising two of the sixteen parishes of the Tisbury Community Area in South West Wiltshire. These sixteen parishes stretch from Hindon in the north to Tollard Royal in the south. Taken as a whole, the Tisbury Community Area, nestling in the Nadder Valley south west of Salisbury, is the second least populous area in Wiltshire.<sup>7</sup>

Both parishes are set in an area of distinctly rural character, within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (the 'AONB'). In common with the National Parks, AONBs prioritise the conservation and enhancement of landscape and scenic beauty. The AONB has the principal goal and statutory duty 'to conserve and enhance the natural beauty of the area, now and for future generations'.<sup>8</sup>

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



Map of the Tisbury Community Area (Wiltshire Council)

<sup>6</sup> For a more detailed account of Tisbury's history see [Appendix 3 - Local History of the TisPlan area](#)

<sup>7</sup> [Wiltshire Intelligence Network](#).

<sup>8</sup> The Cranborne Chase and West Wiltshire Downs AONB Management Plan and Guidance (2014 - 2019) is on their [website](#) and at [Annexe 7](#).

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

The area's distinctly rural, yet bustling, character and its good rail service has attracted inward migration. As the population has expanded, and more small businesses have moved in, Tisbury's High Street shops and pubs have survived despite a challenging economic climate. Businesses include local independent shops and businesses, a doctors' surgery, dental practice, garage, two pubs, a tearoom, wine bar, deli, fishmonger and butcher. The local Post Office and Co-op play a pivotal role, bringing footfall to the rest of the High Street. More recently, the High Street has proven resilient with new shops moving in quickly when premises become vacant.<sup>9</sup>

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

<sup>9</sup> For more information see [Section 5, Employment and Business](#).

<sup>10</sup> For more information see [Section 4, Transport](#).

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

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

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

In 2016, Wiltshire Council withdrew funding for rural transport, so there are few regular bus services, resulting in above average car ownership. There are two community transport services (TisBus and the Link Scheme), both of which are run by volunteers who endeavour to make up some of the gaps in the provision of public transport, but their limited resources are very stretched.<sup>10</sup>

*Tisbury from the South East towards West Tisbury*



## 1.2. Development Challenges Identified and Addressed by TisPlan

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

In 2006, Wiltshire Council's Core Strategy set a development target for Tisbury and the surrounding Tisbury Community Area of 420 new dwellings from 2015 to 2026. Of these, 200 were allocated to the village of Tisbury itself (not including West Tisbury) and 220 to the rest of the Community Area, including West Tisbury.<sup>11</sup>

By 2017, Tisbury itself had fulfilled most of Wiltshire Council's target for housing mainly from the Wyndhams<sup>12</sup> development off Hindon Lane, with 23 dwellings remaining to be built to meet the indicative housing requirement to 2026 set out in the current Core Strategy. The Wiltshire Council Housing Site Allocations Plan was re-considered by Cabinet in June 2017, and the housing targets for Tisbury were considered reasonably satisfied up to 2026.

The Core Strategy also set a target of 1.4 ha of additional employment land in Tisbury in the period up to 2026. This was satisfied by the development at Wyndhams which provided 3800m<sup>2</sup> of business space. New workshop units were built which now serve a range of B1 business needs<sup>13</sup>.

For the next Core Strategy period, Wiltshire Council has indicated a reduced scale of housing need, with the principal settlements and towns remain the main focus for growth.

### *So, if housing and employment targets have been met, what is the point of TisPlan?*

It is important to be pro-active. The community cannot expect to stand still and change is inevitable. Sustainable brownfield development is encouraged, contributing to targets remaining in the wider Tisbury Community Area<sup>14</sup>.



*Business Units at Wyndhams, Tisbury*

Neighbourhood plans set local policies and strategies, including those derived from higher level plans, thus helping to ensure both housing and employment development are appropriate and specifically targeted to meet the needs of the local population. Typically for a rural community this area has an ageing population, a shortage of affordable and low-cost homes for local people and relatively high costs of housing compared with local earnings.

The range of policies<sup>15</sup> set out in this plan aims to facilitate comprehensive, creative and sustainable development over the Plan period (2017-2036) ie to the end of the next core strategy period. Wiltshire Council must consider local knowledge and preferences if TisPlan is adopted. Without a neighbourhood plan, the local planning authority would be less well-informed about the local community's priorities and preferences.

Given that Wiltshire Council's development targets have almost already been achieved, the timeframe for TisPlan has been extended beyond 2026 to 2036 to include the next Core Strategy period. There are several brownfield sites

<sup>11</sup> These housing targets were 'saved' from the previous Salisbury District Council, before Wiltshire Council became a Unitary Authority in 2009.

<sup>12</sup> Which was completed in 2014 and included 90 dwellings and business units covering an area of 1.4 ha.

<sup>13</sup> In particular: Offices (B1), Storage and Distribution (B8), and Assembly and Leisure (D2) (use classifications as of 2018).

<sup>14</sup> For an analysis of TisPlan's contribution to sustainable development, as defined by the NPPF (2018 Section 2), see [Appendix 8 - Basic Conditions Statement](#).

<sup>15</sup> As set out in the NPPF (2012, para 7).

(land that has been previously used) that the local community can influence with TisPlan and which potentially could be developed both for housing and to encourage local enterprise. In particular, TisPlan consultation actively sought to identify the community's preferences for 'Station Works'<sup>16</sup>, asking what kinds of development would be considered appropriate for that site. The outcome was clear - the site must be developed to bring an end to the eyesore on the southern side of the railway line.

The Site Assessment Report for TisPlan carried out by AECOM in 2017 reviewed both the number and size of several known sites in Tisbury and West Tisbury and found that some brownfield sites do have potential to be developed<sup>17</sup>. Some of these sites could also support enterprise through mixed development (i.e. housing and business on the same site). TisPlan broadly supports the conclusions of the Site Assessment Report, although in order to fulfil both housing and employment objectives there should be significant provision for commercial uses, especially at Station Works and the Magistrates' Court.

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

TisPlan affords an opportunity to consider how best to secure the conservation of the area's natural environment, iconic landscapes and historic built environment. The redevelopment of available and suitable brownfield sites will be prioritised over the development of greenfield sites. Any proposed major development on greenfield sites will not be permitted.



*Derelict Overhouse Laundry, 2011*



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

<sup>16</sup> Derelict brownfield site adjacent to and south of Tisbury Railway Station.

<sup>17</sup> For more information see [Appendix 6A – TisPlan Site Assessment report, June 2017](#).

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

### *TisPlan Vision*

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

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

TisPlan seeks to support the delicate balance of allowing for economic growth, providing opportunities for affordable living for all residents, and retaining the area's distinctive rural character. The aim is for modest new growth in Tisbury to be sympathetically designed and located so that it blends with the existing settlement, taking into account the constraints presented by the narrow access roads and the sensitive landscape of the AONB.<sup>18</sup>

In drafting the various policies, the steering group endeavoured to ensure that each policy is underpinned by a thorough evidence base, whilst also complying with existing national policies, the Wiltshire Core Strategy and other relevant legislation as set out in [Appendix 8 - Basic Conditions Statement](#).

<sup>18</sup> In conformity with [Annexe 7 - AONB Management Plan 2014-2019](#).

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

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

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



*Towards St John's Church and Tisbury Conservation Area*

### Section 3: Housing and Buildings (BL)

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

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

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



Station Works Brownfield Site

### Section 4: Transport (TR)

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

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

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



Tisbury Railway Station and Station Works

*Section 5: Employment and Business (EB)*

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

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

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

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

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

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



Tisbury Swimming Pool (Source: Tisbury Swimming Club)

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

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

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

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



Stone Cottages, Tisbury High Street



Victorian Character Buildings, Tisbury High Street

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

The steering group has made every effort to ensure that this plan complies with national policy as well as the strategic policies and objectives set out in the Wiltshire Core Strategy.

A Strategic Environmental Assessment was carried out by AECOM in July 2017 and Wiltshire Council screened the Reg 14 version of TisPlan for its impacts on EU designated habitats in a Habitats Regulation Assessment (August 2017).<sup>19</sup>

<sup>19</sup> See [Appendix 17 - Habitats Regulation Screening \(Reg 14 WC Submission\)](#).

<sup>20</sup> See [Appendix 9 - Consultation Statement](#) for how comments raised during the Reg 14 consultation process were addressed and [Appendix 8 – Basic Conditions Statement](#) for a detailed account of how the policies in this plan anticipate meeting the Basic Conditions.

<sup>21</sup> As set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by Section 38A of the Planning and Compulsory Purchase Act 2004..

These comments have been addressed in this submission version of TisPlan.<sup>20</sup>

It is the role of the Examiner to confirm whether or not TisPlan meets the 'Basic Conditions' of being compliant with national planning policy and the Wiltshire Council Core Strategy.<sup>21</sup>

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

### *VISION: Historic and Natural Assets*

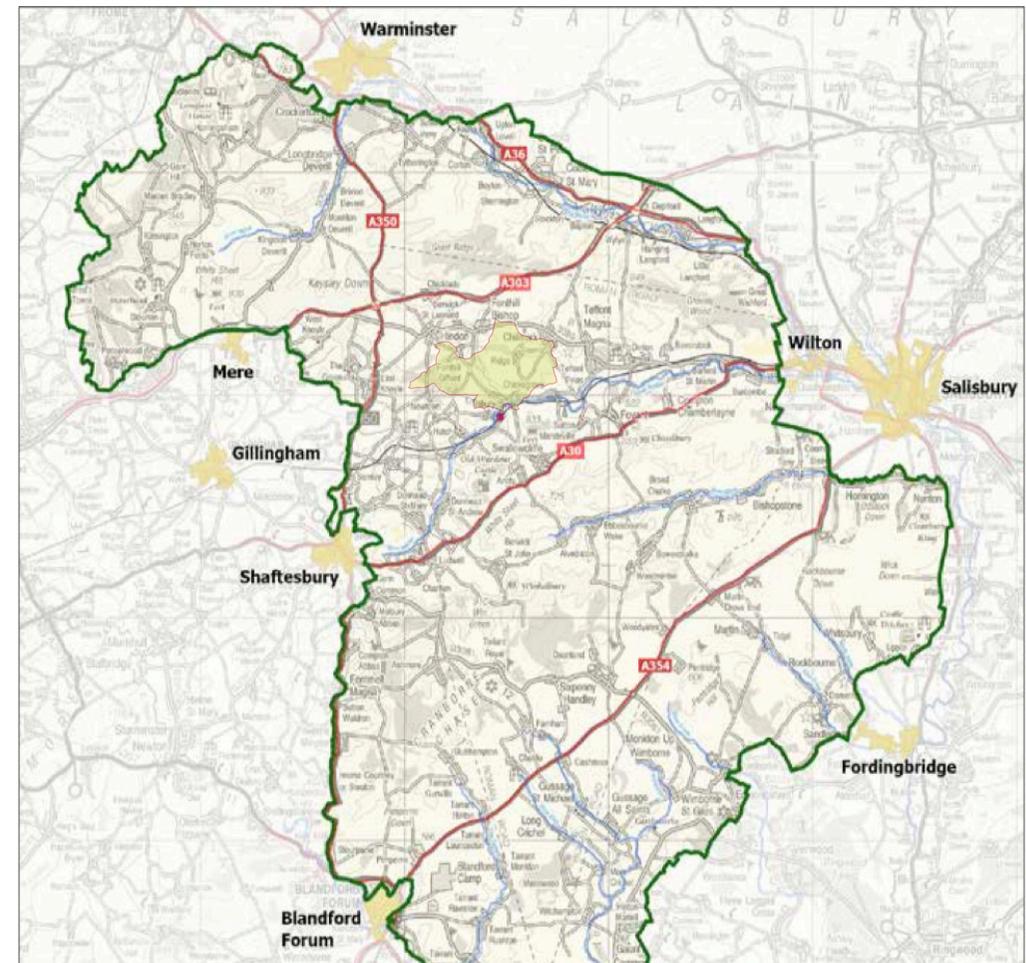
*The rural area will change little. New development will respect natural beauty, landscape and biodiversity within the AONB whilst seeking to conserve its natural and historic assets. In particular, TisPlan will safeguard the characteristics of the Conservation Area and other protected areas. Areas at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

### 2.1. Background and Rationale

The entire neighbourhood plan area is set within the Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) - the sixth largest in England and one of thirteen in the South West. The AONB is of paramount importance to local residents, with over 50% of respondents to the TisPlan questionnaire citing it as a major reason for moving to the area.<sup>22</sup>

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

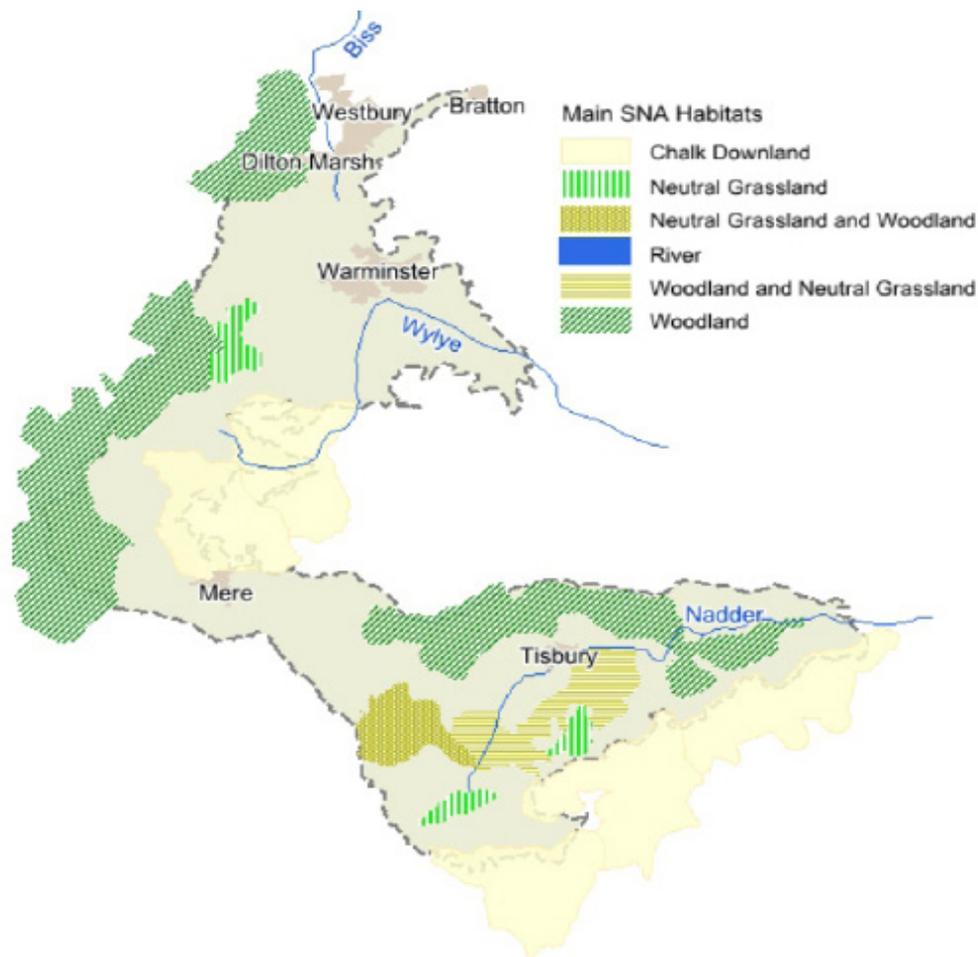
This section gives an overview of the area's rich historic and natural assets and considers how best TisPlan can provide for their conservation. Neighbourhood plans offer an ideal opportunity to identify and protect landscapes that contribute to local distinctiveness and 'sense of place'.



*Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty*

<sup>22</sup> See [Appendix 13 - TisPlan Questionnaire Results](#).

## 2.2. HNA Policies



Landscape Biodiversity Area 10, Warminster and the Vale of Wardour

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

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

The enhancement of habitats and green infrastructure networks through the planning process is key to creating the conditions for local biodiversity to flourish.

The neighbourhood area lies within Landscape Biodiversity Area 10 of the Landscape Conservation Framework - Warminster and the Vale of Wardour as characterised by the Landscape Character Assessment carried out in 2008.<sup>23</sup> Unlike the chalklands more typical to the north of Wiltshire, this area consists of limestone, greensand and clay which provides a significant contribution to local character.

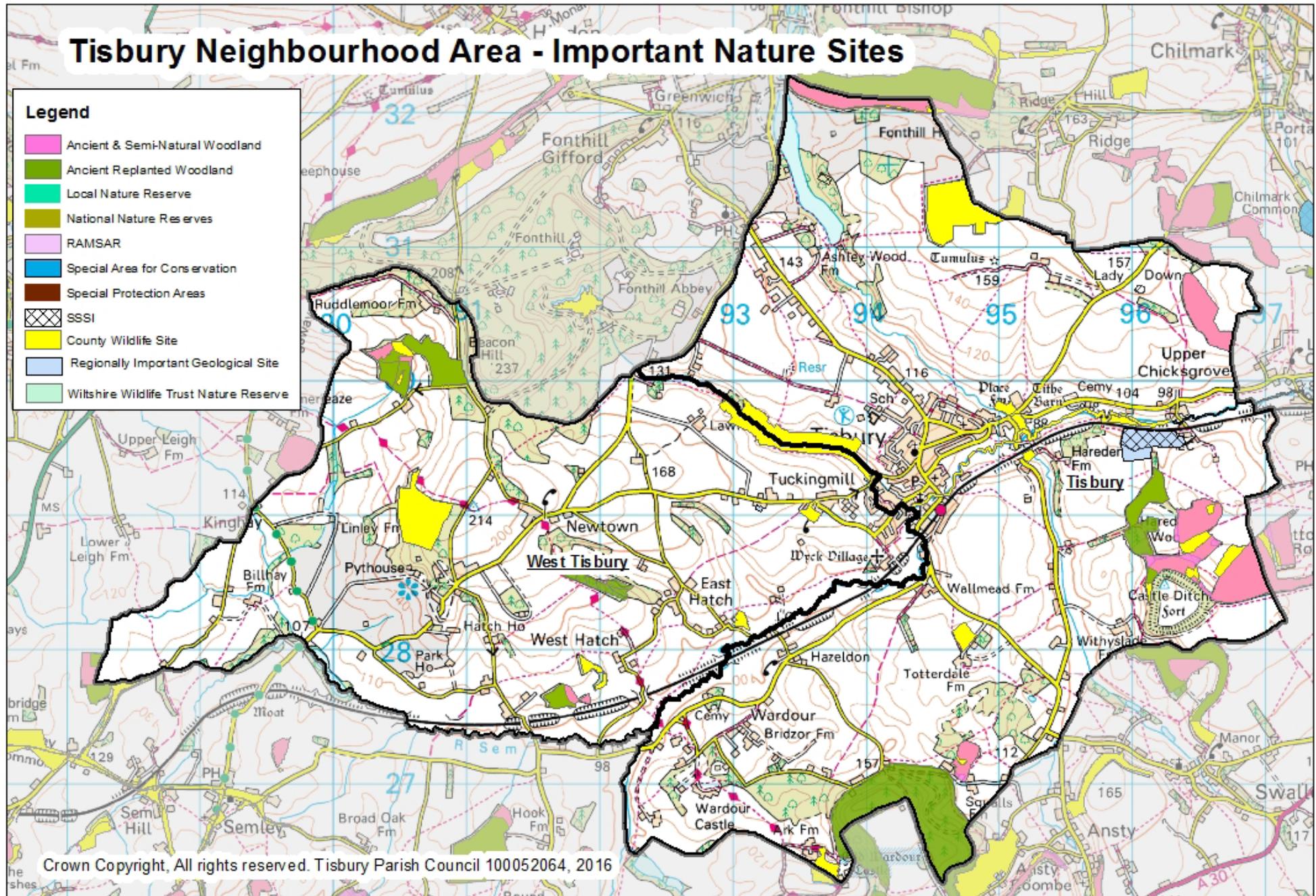
There are several nationally and internationally designated nature conservation and historical environmental sites within the area. The River Nadder is one of the largest tributaries of the Wiltshire Avon and is partially within a designated Special Area of Conservation (SAC) River Avon System.

The River Nadder runs through Tisbury and West Tisbury, from west to east across the two parishes, with two tributaries, the Oddford Brook and Fonthill Brook. The area contains the Old Wardour Park<sup>24</sup> and Fonthill Lakes (two of the larger areas of water in the AONB).

The good water quality in the river supports an excellent habitat for fish, water mammals and insects, including the rare, indigenous freshwater crayfish. In particular, the water meadows and fields adjacent to *The Avenue* in Tisbury are known for their biodiversity, including otters, water voles, herons and barn owls. This is a very important site for Tisbury in terms of landscape, amenity and wildlife and these features must be protected and conserved.

<sup>23</sup> A study that maps the historic and archaeological dimensions of present day landscapes and their associated historic landscape classification. See [Annexe 8 - Landscape Character Assessment \(SDC\)](#).

<sup>24</sup> Area within the Old Wardour Park is managed under the jurisdiction of the Old Wardour Park Strategic Master Plan. See [Annexe 18](#).



For more information on these sites - See [Annexe 7 - Strategic Environmental Assessment](#).

The plan area hosts several habitats for a number of protected species of bats, butterflies, moths, amphibians and birds, and endangered species such as the Common Dormouse and Peregrine Falcon.<sup>25</sup>

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

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

An initial Habitats Regulation Screening of TisPlan by Wiltshire Council highlighted that whilst the presence of these bats does not generally prevent development<sup>26</sup>, it is important to take account of their requirements at the earliest stages of planning as the design of buildings in these affected areas will need to demonstrate that the bats can continue to thrive; thereby meeting the conditions of a further Habitats Regulations Assessment (undertaken by Wiltshire Council). A number of bat surveys spread throughout the year may be required and developers will need to seek advice from a professional ecologist before embarking on a scheme in a sensitive area.



Oddford Valley County Wildlife Site

25 For more details, see [Appendix 7 - TisPlan Strategic Environmental Assessment Report](#).

26 See [Appendix 17 - Habitats Regulation Screening](#), carried out by Wiltshire Council during TisPlan's Reg 14 consultation.

27 See [Appendix 7 - TisPlan Strategic Environmental Assessment](#) for detail on management status of these sites.

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

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

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

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

*Meadows ST952296:* Grassland flora and butterflies.

For more information see [Annexe 8 - Landscape Character Assessment](#)

Some of these sites are in need of improved management to retain their habitats and biodiversity.<sup>27</sup> Increasing pressure from the provision of housing and commercial land in the neighbourhood area has the potential to damage habitats and to put species at risk, including at designated conservation and heritage sites. Climate change may affect the range of crops or water flows in rivers and streams, causing habitats to expand, contract or migrate.

The distinct biodiversity features are acknowledged through the designation of four CWS (see box above), recognised by the Wiltshire and Swindon Biological Record Centre. Whilst not affording statutory protection CWS designation

does affirm a site's importance and value for wildlife in its county context. These sites, along with Wiltshire's SSSIs, are a vital network of habitats such as chalk grassland, hay meadows and wet meadows, habitats that have long been under pressure from modern development.

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

New development can actively contribute to enhanced biodiversity. The community has already sought to increase local biodiversity. The Community Open Space<sup>28</sup> – situated on the northern side of Tisbury settlement adjacent to Weaveland Road - was leased in 2012 by Fonthill Estate to Tisbury Parish Council on a 100-year long-term lease as part of their agreement associated with the development of Wyndhams on Hindon Lane. The area is retained for community use, whereby Tisbury Parish Council is overseeing the maintenance of the site, encouraging its regeneration as a wildflower meadow.

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



Left: Fonthill Brook in flood from Court Street Bridge, Tisbury

Right: Archway in Wardour Woods

<sup>28</sup> Locally referred to as the 'Community Meadow'.

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

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

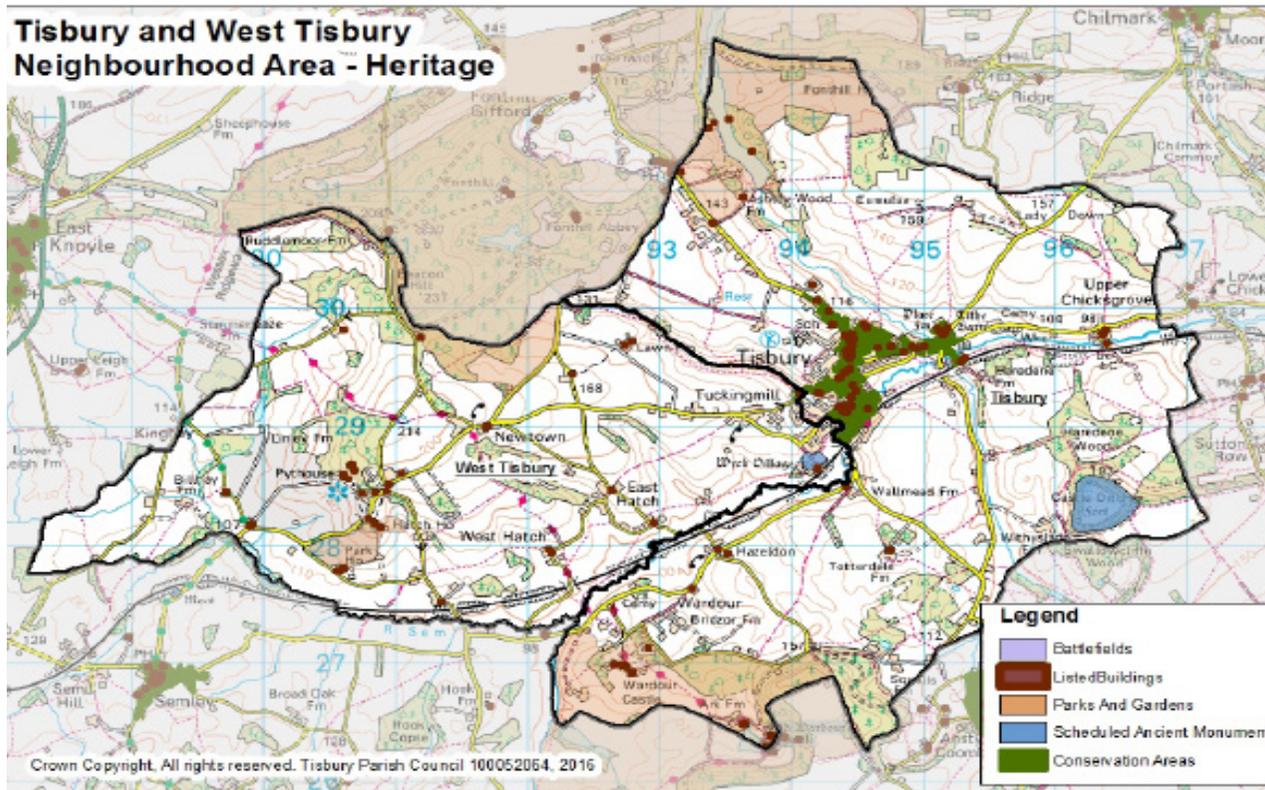
1. Protect wildlife and landscape corridors
2. Maximise native planting in landscaping schemes to provide or retain wildlife habitats
3. Retain existing trees, woodlands and hedgerows. Alternatively, new planting of replacements will be required
4. Retain and enhance verges on public rights of way, including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

In particular, the water meadows adjacent to the River Nadder are areas of particular landscape and biodiversity value with an associated impact upon the River Nadder SAC that should be protected from any future development.

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

Appropriate measures must be taken to avoid and mitigate impact if these species are present.

All development should aspire to meet the high standards defined in Wiltshire County Core Strategy Policy CP52 green infrastructure.



Above, Old Wardour Castle

Left, Heritage Assets in the Neighbourhood Area

## Historic Assets

The overall impression of the TisPlan neighbourhood area is of one clearly defined village centre, with a few small housing estates on the edge of the main settlement and then scattered hamlets and farms set in open countryside with prominent limestone and greensand buildings. The pattern of sparse habitation in the outlying hamlets and open countryside is one that is reflected right across the Tisbury Community Area.<sup>1</sup>

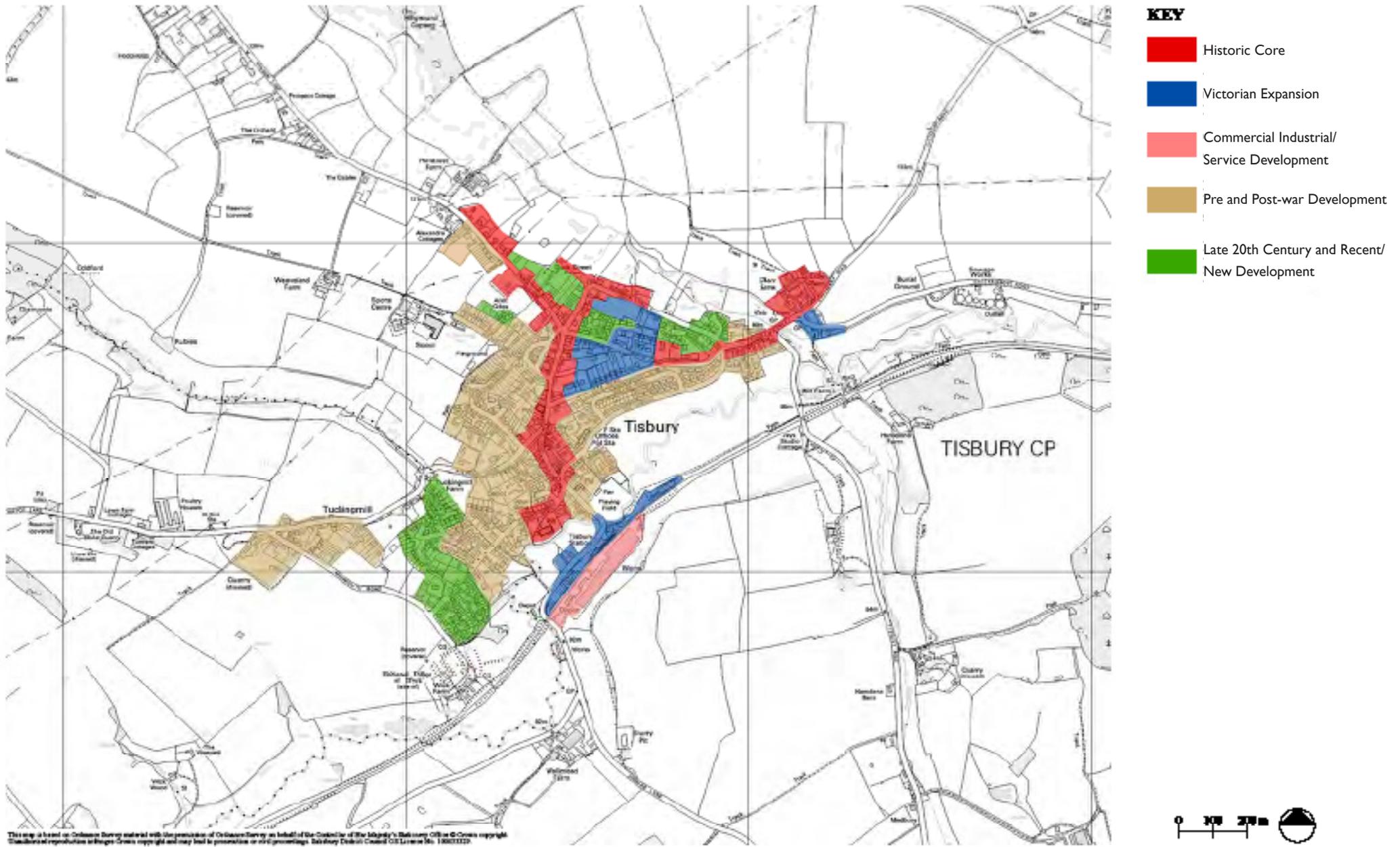
Tisbury sits on Cretaceous limestone and greensand bedrock in the valley of the River Nadder which is also fed by the Oddford Brook to the southwest and a stream from Fonthill Lake to the northeast. Saint John's Church stands close to the River Nadder. The High Street runs up to the historic core of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

The neighbourhood area has a rich historic environment (as outlined in [Appendix 3 - Local History of the TisPlan area](#)). The area includes five nationally designated scheduled ancient monuments (the Tithe Barn at Place Farm, St John's Church, Old Wardour Castle, Castle Ditches and the medieval village of Wyck) and three registered parks and gardens (Wardour, Hatch and Pythouse).<sup>2</sup>

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

1 See [Annexe 16 - Historic Landscape Characterisation \(AONB\)](#).

2 See [Annexe 17 - Historic Environment Action Plan \(Area 9 - Vale of Wardour AONB\)](#).



Tisbury Townscape Character Map Source: Salisbury District Settlement Setting Assessment - See [Annexe 8 - Landscape Character Assessment](#).

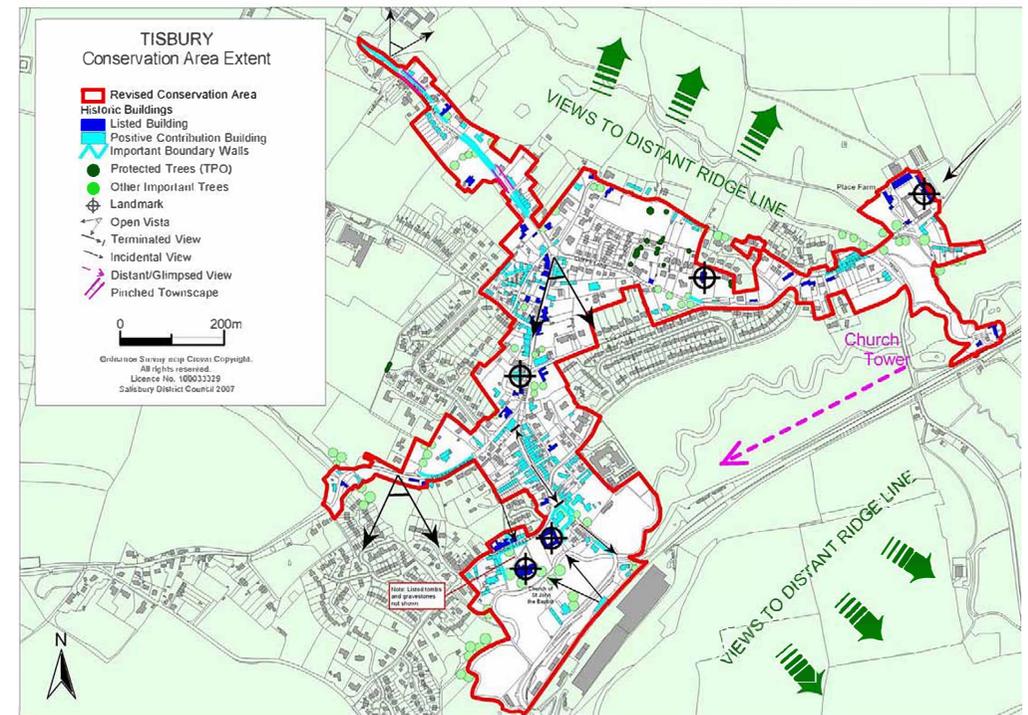
*Historic and Natural Assets HNA.2 The Conservation Area*

*Objective: To conserve and enhance the Conservation Area and its setting.*

The central area of Tisbury was designated as a Conservation Area in 1974, including the whole of Tisbury High Street, with its mix of commercial and residential, mainly Victorian, buildings.

A Conservation Area Appraisal (CAA, 2009) was carried out by the then Salisbury District Council (SDC), which outlined Tisbury's historic features and characteristics that are in need of conservation and protection throughout the Conservation Area, these include:

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



Extent of Conservation Area (Source: CAA)



Old Stone Walls, The Quarry



Grade II\* Listed - Gaston Manor

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

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

The CAA itself was adopted as supplementary planning guidance by SDC and retained by Wiltshire Council when it was abolished. It is in need of revision - being almost 10 years since it was adopted – but in the meantime it serves as an important source of reference.

Accordingly, in order to guide future development TisPlan strongly endorses the principles of the CAA and wishes to adopt them as a framework for conservation action. See [Appendix 4 - Design Codes and Visual Impact](#) to help developers and residents choose building materials sensitive to the Conservation Area and avoid design choices that are out of keeping of the spirit of the CAA, such as external rendering of historic houses.

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

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

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

The development should seek to promote or reinforce the local distinctiveness of the village and contribute to the sense of place. Proposals should seek to protect the natural and historic features of the Conservation Area, having regard to the Tisbury Conservation Area Appraisal and Management Plan (2009, and subsequent revisions thereof) and whose prominent characteristics are summarised in [Appendix 4 - Design Codes and Visual Impact](#), which sets out a more comprehensive design code.

A proposal will not be supported if there is a significant adverse impact on the following:

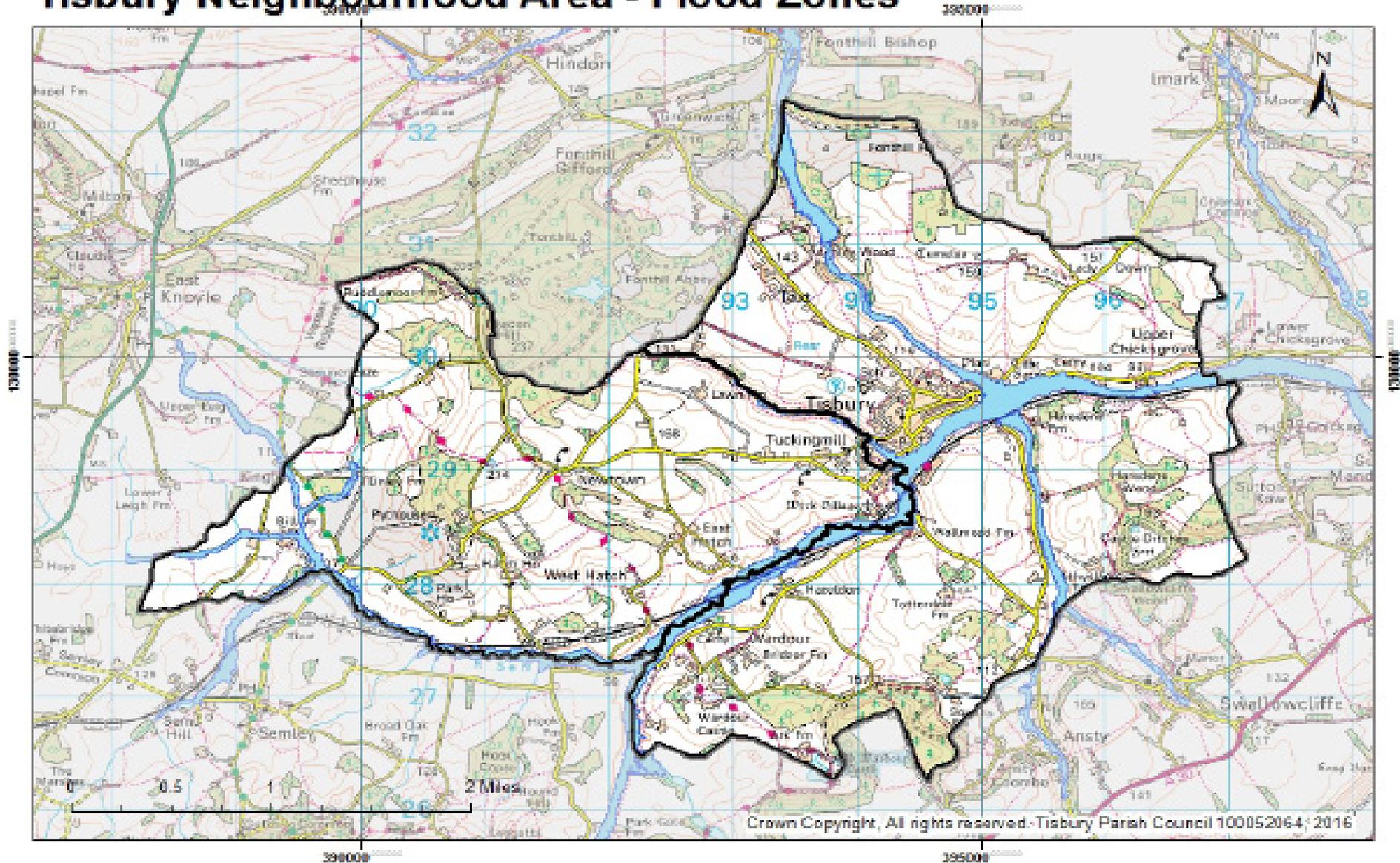
1. The existing street pattern
2. Important views and vistas
3. Important areas of open space
4. Important trees or groups of trees
5. Listed buildings or local unlisted buildings of architectural or historic interest
6. Local earthworks or other archaeological features

Any planning applications which would remove or detract from original features will be refused. The mainly Victorian street scene of Tisbury High Street should be respected. The historic frontages of the shops, businesses and residences should be retained.

Proposals for installations and replacements on front elevations that would adversely affect the character of the Conservation Area character zones will be strongly resisted.

*Historic and Natural Assets HNA.3 Managing Water in the Environment*  
 Objective: To ensure that the location of new development is not situated in areas of flood risk, will not exacerbate or contribute to flooding elsewhere, and will not adversely affect biodiversity and landscape within the AONB.

## Tisbury Neighbourhood Area - Flood Zones



Flood Risk in the Neighbourhood Area

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



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

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

It is paramount that development must not exacerbate existing flood risk in the plan area.<sup>29</sup> The National Planning Policy Framework (NPPF) (paras 100 – 104) does not entirely preclude development in flood-risk areas, but such development should be directed away from areas at highest risk.

<sup>29</sup> See also [Annexe 11 - River Avon Basin Management Plan](#).

<sup>30</sup> The area adjacent to The Avenue was submitted to Wiltshire Council as part of their Strategic Housing Land Availability Assessment (SHLAA). The landowner considered the northern part of the site, outside of the flood risk area, to be capable of delivery within five years. Considerable interest was generated in 2017 when a potential developer put forward tentative plans to develop parts of the site. Such a development, however, would likely have a direct adverse impact on the river corridor and biodiversity surrounding the site.

<sup>31</sup> The SAC designation extends into a small part of the neighbourhood plan area at Upper Chicks Grove.

<sup>32</sup> As of November 2017, calculations of phosphate absorption capacity are based on 200 houses over the current core strategy period (2015-2026) at the Tisbury Sewage Treatment works.

Planning applications should meet a sequential test to demonstrate that development proposed for these areas cannot be located elsewhere in zones with a lower propensity for flooding. Since adequate provision has been made elsewhere for the sufficient delivery of housing targets over the plan period, there is no requirement to consider development on or immediately adjacent to areas of flood risk.<sup>30</sup>

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

In particular development may result in:

- Direct adverse physical effects on the banks and the river itself (mitigated by controls within the planning process and limited to proximity to the SAC in the plan area)<sup>31</sup>
- Surface water runoff and groundwater pollution during construction phases (mitigated by controls within the planning process and limited to proximity to the SAC in the plan area)
- The redevelopment of Station Works, may present a risk to the features of the River Avon SAC due to potential contamination and the site's close proximity to the river, despite it lying some 2 kilometres upstream from the SAC
- Increased phosphate discharges from sewage treatment works or package treatment plants.<sup>32</sup> Such an increase may exceed the government's target for phosphate levels in the River Nadder

According to Wiltshire Council, evidence suggests that the targets in the Hampshire Avon nutrient management plan, especially with regard to phosphate load, are unlikely to be delivered by 2021. Natural England and the Environment Agency advise that new residential development within the catchment of the Hampshire Avon needs to be 'phosphate neutral', a term that applies when determining planning applications and to development proposed in local plans, including neighbourhood plans. Always provided it can be demonstrated that development will be phosphate neutral, then it is unlikely to have a significant effect on the River Avon SAC in relation to the site's conservation objectives.<sup>33</sup>

Any proposals for development in the TisPlan area will therefore need to be mindful of the area's delicate ecological balance and ensure that measures are put in place to mitigate any adverse effects.

*Below: Fields south of The Avenue affected by river flooding, March 2016*

*Below, left: Flooding at Three Arch Bridge, Tisbury*

*Right: Flooding along Tisbury Row adjacent to the water meadows*



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

Given the propensity for flooding in the plan area and the importance of the floodplain areas to biodiversity in the AONB, development in areas at risk of flooding will not normally be permitted. There are brownfield sites above the flood zones that can meet housing targets over the plan period.

Development should consider the use of new or alternative sewage treatment facilities to mitigate associated risks of over capacity at Tisbury Sewage Treatment works and prevent potential phosphate absorption into the River Avon SAC.

All new development must be in line with the assumptions in the Nutrient Management Plan which has been prepared for the river by Wiltshire Council. New residential development must be built to the highest water efficiency standards provided for by building regulations of a maximum water use of 110 litres per day (G2 of the Building Regulations 2010). Dwellings shall not be occupied until this has been complied with.

Where development is felt necessary, proposals should meet the requirements of the NPPF and NPPG. Any development which may exacerbate flooding will be expected to contribute to local infrastructure to mitigate flood risk or the impact of surface water run-off.



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

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

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

\* See [Annexe 6 - Wiltshire Biodiversity Action Plan](#).

\*\* See [Annexe 10 - Conservation Area Appraisal \(Appendix 4 list of unlisted buildings of local importance\)](#) and suggested Article 4 directions.

## Section 3: Housing and Buildings

### *VISION: Housing and Buildings*

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

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

### 3.1. Background and Rationale

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

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

TisPlan must anticipate demand for a broad range of additional housing to meet local needs. When considering these needs, it should be borne in mind that,

<sup>1</sup> Comparative property value data is available on Zoopla's website.

given the demographic profile of the local ageing population, it is predicted that about one quarter of the current housing stock will inevitably change ownership at some point during the next 20 years.

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

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

According to the South West Wiltshire Joint Strategic Needs Assessment (2011) the greatest local demand on the housing register was for one and two-bedroom properties, but current data suggests that the actual provision of smaller properties is below the national average.

TisPlan has identified several brownfield sites which could meet housing demand over the plan period, without any necessity to encroach on greenfield sites. Station Works is allocated as the principal site for mixed development and, as well as retaining land for commercial uses, it is expected to deliver sufficient dwellings (up to a maximum of 60) to meet housing targets beyond the period of the current Wiltshire Core Strategy and well into the next Core Strategy to 2036.

In addition, there are several, smaller, brownfield sites in sustainable locations, (e.g. the site of the former Magistrates' Court and the Police Station see [Policy EB.2](#)) on The Avenue. It is also proposed that the site of the former Tisbury Sports Centre should be set aside for educational purposes or appropriate community development.

In all cases, development on major greenfield sites will not be permitted in order to conserve the rural character of the area. Ribbon development in the open countryside between the settlements will be resisted.

As a cluster of hamlets, West Tisbury lies predominantly outside the main settlement boundary. It is not anticipated that West Tisbury will contribute to the broader housing targets set out in the Wiltshire Core Strategy. However, there are some small brownfield sites within West Tisbury with scope for redevelopment, always provided that there is no adverse affect on the character of the landscape in the AONB<sup>2</sup> and [Policy EB.2](#).

Any development must be sensitive to the TisPlan area's proximity to and setting within SACs and SSSIs. Any associated impact on SAC bat species and the River Nadder SAC should be fully considered and mitigated. This must include any likely impact on local sewage treatment capacity.

### 3.2. Housing and Buildings Policies

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

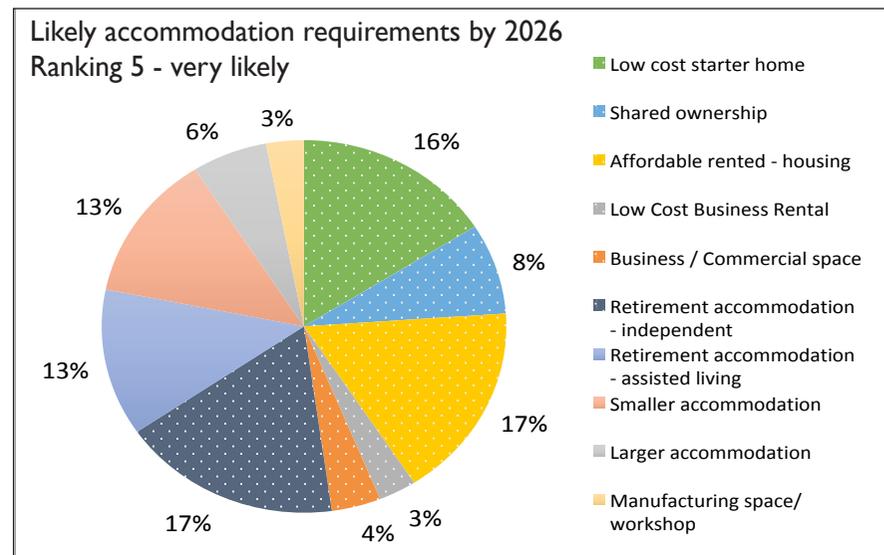
Objective: To meet the overall housing needs of the community there should be a broad mix of housing types, including sufficient provision of affordable or "low-cost" dwellings and suitable accommodation to meet the needs of an ageing population.

Responses to the TisPlan questionnaire (Question 4) asking how likely is it that residents will require different accommodation before 2026<sup>3</sup>, indicated that the overwhelming majority do not expect to require alternative accommodation. The results therefore suggest that new housing should reflect the needs of both

older and younger members of the population.

There is evidence of a need for affordable housing, low-cost starter homes (both for purchase and rental) and a demand for retirement accommodation - consistent with the anticipated requirements of the ageing population seeking suitable accommodation for 'downsizing'.

It is also consistent with Tisbury Parish Council's 'Vision for Tisbury', when in 2012 Councillors expressed their concerns that affordable housing in the community should be allocated to local people (preferably for 'starters' and older people) with family, employment or history associated with the village. In 2018, revisions to the NPPF have extended the definition of affordable housing to include starter homes, which it is clear the community would be keen to support<sup>4</sup> (see [Policy BL.2](#)).



Results of TisPlan Questionnaire Question 4 likely accommodation required by 2026

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

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

4 Allocation of affordable housing is set out in the Wiltshire Core Strategy Core Policy 43 as either a 30% or 40% contribution, depending on the location and size of the site (Tisbury is within the 30% zone). It is applicable to all sites of 11+ units or those which provide more than 1000 square metres of floor space. See also [Appendix 18 - Glossary of Planning Terms](#).

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

The provision of accommodation within the curtilage of the Catholic Church for starter homes or those looking to downsize would be welcome; always providing that development of the site would not result in the loss of any part of the lower recreation ground. Any development should provide for a suitable access negotiated with the current occupiers of the football pavilion and the landowners (TPC) and should not adversely affect existing plans for the upgrade of the football club pavilion. In the event of development of the site, the area should compensate for any loss and, wherever possible, provide net gains in environmental assets and amenity space, such as trees, wildlife corridors, allotments, in line with [Policies HNA.1 and LCW.3](#).

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

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

In particular, proposals should detail how they have addressed:

1. A shortfall in the provision of affordable housing;
2. The needs of older people;
3. The provision of lower-cost dwellings for those who may otherwise fall outside of the government standard definition of affordable housing need (which may include self-build).

Opportunities for community-led development (such as Community Land Trusts or other suitable social housing provider) will be encouraged to provide for lower-cost or affordable housing, in perpetuity.



*Albany House Residential Home, Tisbury*



*Quality starter homes, Wyndhams development, Hindon Lane, Tisbury*

*Buildings BL.2 Affordable Housing*

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

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

Under the WC Core Policy 43, all development of more than 11 units, or more than 1,000 m<sup>2</sup> of floorspace should deliver a minimum of 30% affordable dwellings.

The results from the 2015 TisPlan questionnaire clearly indicate there is demand for low-cost housing, and rather more than the 17 dwellings recommended by the Wiltshire Rural Housing Association 2014 Housing Needs Survey, which may have under-estimated the potential requirement.

TisPlan's community questionnaire emphasised the need for additional affordable dwellings within the current WC CS period up to 2026. Results indicated that 17% (c.65 households) would require affordable rented, 16% low cost starter homes (c.60 households), and 8% requested shared ownership (c.30 households). These results are consistent with the TisVis (2006) survey, when 42% of respondents agreed with the statement that "more housing association homes should be provided in Tisbury"; further supported by a detailed analysis of the TisPlan Question 4 Rank 5 responses, as shown in the table in [Policy BL.1](#). It is also consistent with Tisbury Parish Council's 'Vision for Tisbury' (2012).

In both TisVis and TisPlan consultations, feedback supported the view that local people should take priority for the allocation of affordable housing. These properties should not then be sold on the open market.

<sup>5</sup> As defined in [Annexe 4 – Wiltshire Council Affordable Housing Allocations Policy \(Section 9\)](#).

<sup>6</sup> For instance, a Section 106 (S106) agreement is a legal contract between the developer and the local authority which, amongst other things, may determine what financial or other benefits the community should receive as a 'planning gain'.

The objective is to provide affordable dwellings, in perpetuity, for local residents, ensuring that properties cannot be sold into the open market. TisPlan will support initiatives that safeguard local affordable and low-cost housing. To some extent, this strategy is already reflected in Wiltshire Council's Allocations Policy for affordable housing, where applicants with a local connection<sup>5</sup>, in theory, should take precedence. However, there is potential to strengthen the legal agreements underpinning the provision of affordable housing so that these dwellings remain so 'in perpetuity'.<sup>6</sup>

*Policy BL.2 Affordable Housing*

Where a legal (Section 106) agreement is negotiated for affordable housing, this should include a provision for the allocation of affordable homes to be prioritised to eligible people (in accordance with Wiltshire Council's Allocations policy) who have a local connection to the neighbourhood plan area. Any additional allocations may then be cascaded to those with a connection to immediately adjoining parishes or other areas of Wiltshire.

Any financial contribution towards the provision of affordable housing will be spent on the delivery of affordable homes within the neighbourhood plan area, unless there are no suitable projects identified within 5 years (in which case the funds may be used to secure affordable housing elsewhere within Wiltshire).

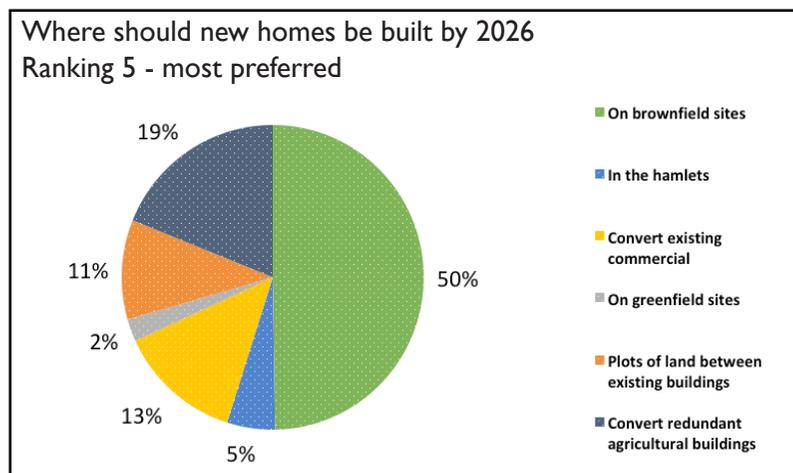
Opportunities for community-led development which guarantee the provision of affordable or low-cost dwellings for local people in perpetuity will be encouraged on brownfield sites. Planning permission will be conditional on the drafting of an appropriate Section 106 agreement to this effect.

### Buildings BL.3 Development on Brownfield Sites

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

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

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



TisPlan Questionnaire Results, Question 5 "Where should new homes be built"

The adverse visual impact on the landscape arising from greenfield development is also highlighted in the TisPlan Site Assessment Report<sup>7</sup>, particularly in relation to any potential development along The Avenue.

<sup>7</sup> See [Appendix 6A - TisPlan Site Assessment Report](#).

<sup>8</sup> See [Annexe 7 - Cranborne Chase AONB Management Plan](#).

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

The redevelopment of the brownfield site of the former Magistrates' Court and Police Station would be welcome if it supports the expansion of small businesses or extended retail offer so that any future increase in population is served by a corresponding expansion of local services and business opportunities in the centre of Tisbury. A mix of retail and office units is preferred; flats or apartments in a mixed use scheme would be welcomed for starter homes or those looking to downsize. The development of the site should explore the potential for a comprehensive approach to be taken with all the landowners of the adjoining site of the car park to the rear and the telephone exchange. An application will not be supported without proven suitable substitution of a site for the fire station; any development gain should support suitable alternative facilities.

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

Such redevelopment should be positively encouraged, a strategy supported by the AONB Management Plan, subject to design, scale and type of operation.<sup>8</sup> Redevelopment must recognise access restrictions for larger commercial vehicles due to narrow country lanes (outlined in [Section 4 Transport](#), and particularly [Policy TR.4 Traffic Impact, Road Safety and Maintenance](#)), and therefore commercial use must be planned sensitively.



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



Brownfield Site at Station Works

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

TisPlan will welcome proposals for the redevelopment of available and deliverable brownfield sites throughout the neighbourhood area, always providing that the character of the AONB in the outlying settlement will not be adversely affected and [Policy EB.2](#) has not been compromised.

Development of brownfield sites deemed suitable for housing will be prioritised and will likely meet the projected local needs of the community for the period 2017 to 2036.\* Major development on greenfield sites will not be permitted, not least because of the potential adverse effects on biodiversity and the landscape setting within the AONB, and other nationally and internationally historic and environmental designated areas.

TisPlan supports development that brings redundant or vacant historic buildings back into beneficial use. Redundant buildings may be redeveloped or converted provided that:

1. This would not compromise the character of the AONB
2. Loss of any employment provision would only be considered in accordance with [Policy EB.2](#)
3. Development with associated high traffic impact (e.g. Storage and Distribution) will not be permitted as per [Policy EB.1](#)

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

Mixed use development should be phased so that employment units are brought forward during its early stages.

\* See Section 1.2 for detail on housing need over the plan period.

**Buildings BL.4 Design and Landscape**

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

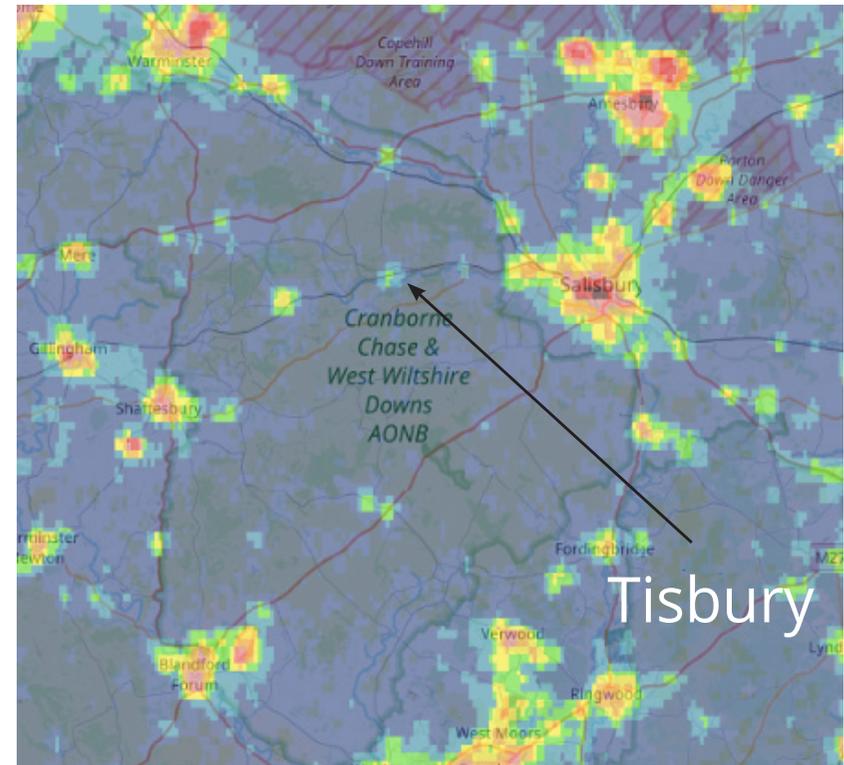
As the neighbourhood area lies within an AONB it is essential that it conserves its historic natural and built environment and avoids any adverse impact on local vistas. TisPlan recognises the potential to accommodate well-designed modern buildings, but these must be sensitive to the local vernacular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

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

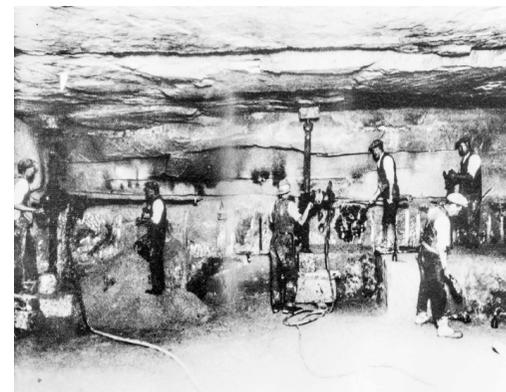
Research has also shown that the AONB has one of the lowest levels of light pollution in the country<sup>9</sup>. Measures to minimise the impact of new development on the night sky are proposed in the AONB management plan, supported by Wiltshire Council and are specifically adopted within TisPlan [Policy BL.5 Energy](#).

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

The Landscape Character Assessment in August 2008<sup>10</sup> by Salisbury District Council highlights the importance of particular vistas within the plan area. The conservation of landscape features identified as being in need of safeguarding, such as the views from Tuckingmill towards the centre of Tisbury, must be taken into consideration in determining planning applications in the TisPlan area.



Above: Light pollution in the AONB (Source: Cranborne Chase and West Wiltshire Downs AONB)



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



Above right: Chicks Grove Quarry in 2018

<sup>9</sup> More information on the AONB Chasing Stars Initiative to attain international Dark Skies Reserve status is available on the Cranborne Chase and West Wiltshire Downs AONB website.

<sup>10</sup> See [Annexe 8 - Landscape Character Assessment](#).



Above: View to Station Works from the west  
 Below: Views of the Water Meadows, The Avenue, Tisbury  
 Right: View towards Hindon Lane from the south-east



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

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

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



Despite the designation in 2009 of the Conservation Area, Tisbury's village character has been under pressure from new developments, as well as from unsympathetic design additions to non-listed buildings.

Development within the entire neighbourhood area should be respectful of traditional features (such as stone walls, hedgerows and skyline) and landscape character as described in the Landscape Character Assessment. This can be supported by the use of local materials, such as stone from local quarries, particularly in the Conservation Area and the hamlets of West Tisbury.

[Appendix 4 - Design and Visual Impact](#) details important local characteristics that underpin appropriate and quality design for the area reflecting its historic and rural character.

*Policy BL.4 Design and Landscape*

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

All forms of development must plan positively for the achievement of high quality design, for example the use of local and traditional building materials (the use of local stone is preferred) to ensure respect for the local vernacular. Proposals must demonstrate that they have sought to maintain and conserve the local character and aesthetic qualities within the local area and the AONB.

Applications for new buildings and highly visible extensions to existing properties in the neighbourhood area will be required to demonstrate that there will be no detrimental impact on skyline areas identified in [Annexe 9 - Tisbury Landscape Character Assessment \(2008\)](#) and demonstrated in [Appendix 4 - Design and Visual Impact](#). Landscape impacts should be mitigated, including consideration of the use of green roofs and buildings should not exceed two storeys.

*Buildings BL.5 Energy*

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

The UK has one of the least efficient housing stocks in Europe.<sup>11</sup> The Tisbury area is heavily dependent upon electricity and oil for heating, as there is no connection to mains gas.<sup>12</sup>

There is potential for small hydroelectric schemes, given that the local area is crossed by the River Nadder and its tributaries.<sup>13</sup> A number of community solar schemes have been integrated into commercial properties in the plan area, providing an estimated 383.6kw hours of solar power (2018 data)<sup>14</sup>.

TisPlan and the Parish Councils support renewable energy schemes. However, because the plan area is within an AONB, any development must not adversely affect the character of the local area, as outlined in the current Cranborne Chase and AONB Management Plan (2014-2019).



Hydroelectric Station at Fonthill Lake

- 11 Centre for Sustainable Energy - a Guidebook to Low-Carbon Neighbourhood Planning (2016).
- 12 Local gas production in Tisbury ceased c.1921.
- 13 A small, local hydroelectric plant exists at nearby Fonthill Lake.
- 14 Nadder Community Energy Chairman's report 2018, available on the [NCE website](#).

*Policy BL.5 Energy*

New buildings (and extensions) designed to exceed the energy standards, as set out in building regulations, should be supported wherever feasible, always providing that such proposals do not compromise the character of the AONB, particularly its landscape and historic assets.

Any retrofitting to historic buildings should always seek to safeguard their historic characteristics. Where feasible, development should consider maximising the integration of energy-related infrastructure. For example, efforts that seek to link on-site renewable energy to existing properties will be welcome.

New applications should aim to maximise rooftop design to accommodate solar PV for either immediate or future installations.

Any lighting that is installed as part of new developments or upgrades to existing ones should seek to conform to latest recommendations of the AONB to preserve the area's dark skies.

*Buildings BL.6 Infrastructure Provision*

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

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

In addition, there are elements of infrastructure provision detailed elsewhere in TisPlan policies that, where relevant, should be included in the conditions of planning approvals, or Section 106 agreements. These include, for example, [Policy TR.4](#) provision of additional passing places, improvements to verges or traffic calming and safety measures; [Policy TR.5](#) protection and expansion of the sustainable transport network, provision of dropped kerbs and provision of pavements and [Policy LCW.3](#) the provision of amenity space.

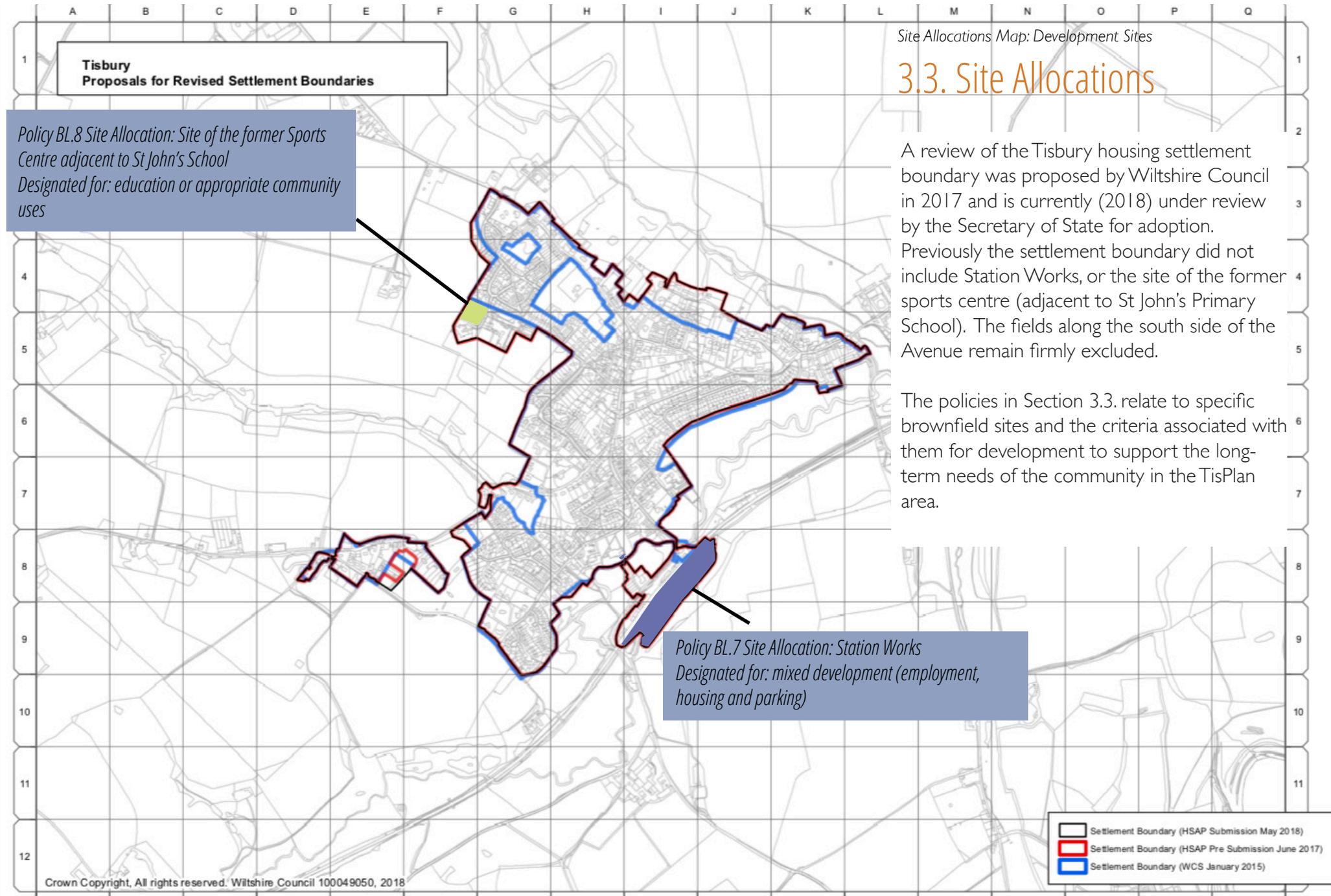
However, infrastructure – whether energy, communications or otherwise – can have an adverse impact on the historic and natural characteristics of the AONB. Inappropriate siting of infrastructure such as masts, dishes, reflectors and transmitters may adversely affect local character and will be resisted.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

*Policy BL.6 Infrastructure Provision*

The siting of any energy or communications infrastructure should minimise any adverse impact on local character and the AONB. All cabling should be underground, where feasible, and pole-mounted transformers should be avoided.

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

A comprehensive assessment of the impact of any development on sewage works capacity and the appropriateness of measures to promote sustainable urban drainage and flood water management in areas of potential flood risk should be conducted, with robust measures put in place to ensure compliance with regulations.



Site Allocations Map: Development Sites

### 3.3. Site Allocations

A review of the Tisbury housing settlement boundary was proposed by Wiltshire Council in 2017 and is currently (2018) under review by the Secretary of State for adoption. Previously the settlement boundary did not include Station Works, or the site of the former sports centre (adjacent to St John's Primary School). The fields along the south side of the Avenue remain firmly excluded.

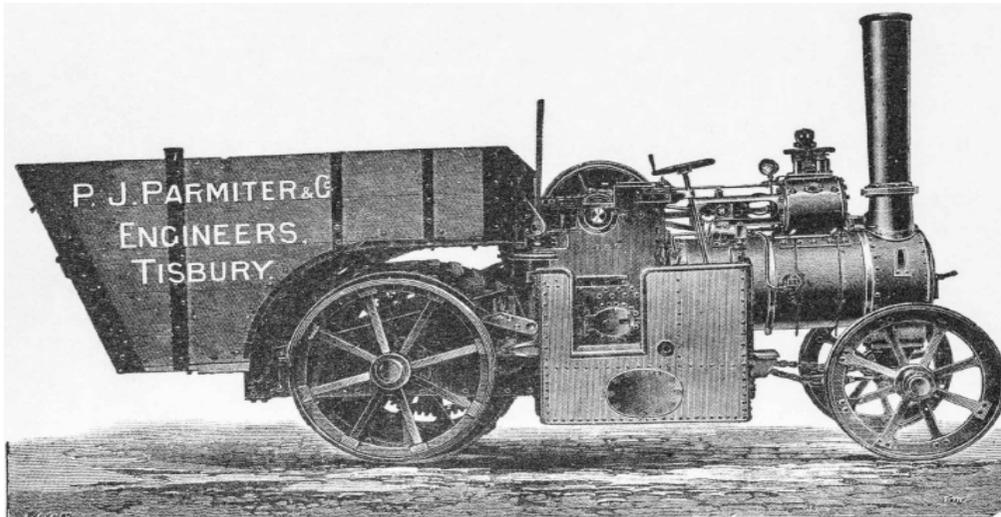
The policies in Section 3.3. relate to specific brownfield sites and the criteria associated with them for development to support the long-term needs of the community in the TisPlan area.

*Policy BL.8 Site Allocation: Site of the former Sports Centre adjacent to St John's School  
Designated for: education or appropriate community uses*

*Policy BL.7 Site Allocation: Station Works  
Designated for: mixed development (employment, housing and parking)*

- Settlement Boundary (HSAP Submission May 2018)
- Settlement Boundary (HSAP Pre Submission June 2017)
- Settlement Boundary (WCS January 2015)

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*Buildings BL.7 Site Allocation: Station Works**Station Works: 4 hectares, or 9.88 acres**Objective: To ensure the comprehensive redevelopment of the Station Works site in line with community priorities in favour of mixed development.**Above: Parmiter engine carrying coke to local farms (early 20th, courtesy of Tisbury History Society)**Below left and right: vacant buildings at Station Works, 2017 with some limited employment uses on-site*

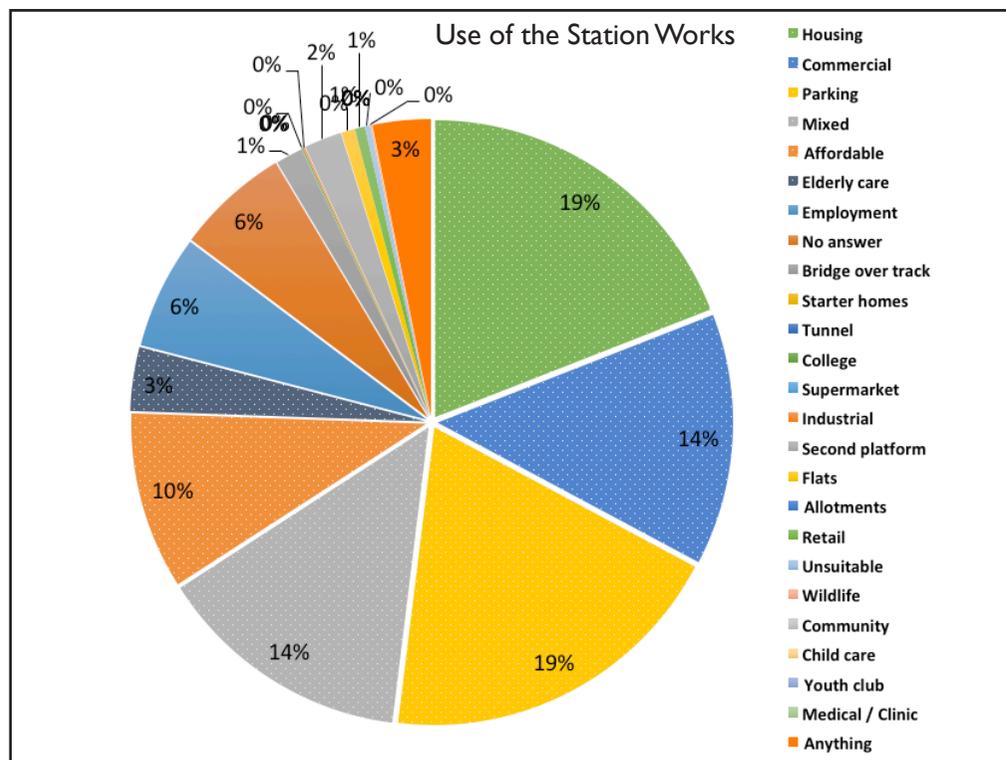
## Previous and current uses

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

The Station Works site has belonged to St Modwen Properties PLC since 2002, since which time the company has submitted two separate planning applications proposing mixed development at Station Works. Both applications were refused, principally because, at the time, the site was outside the housing policy boundary. Despite on-going marketing, business activity has reduced significantly at Station Works, although it remains Tisbury's largest commercial site.

A number of buildings have been demolished over recent years and those that remain are all nearing the end of their economic lives. Some units are currently let on short-term tenancies (mainly B8 Warehouse and Distribution); others are vacant and part of the land is used for open storage. However, there is an innovative and growing catering business on an adjacent area, the owners of which have indicated their support for comprehensive redevelopment of the whole site. They also own part of the access, which now, following the review in 2018, has been brought inside the housing policy boundary.

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



Above: Community preferences for the use of Station Works, Question 6, TisPlan Questionnaire 2015

Below right: Derelict buildings, Station Works



The site has the potential to deliver the entire housing requirement for Tisbury over the plan period, as well as making a significant contribution to the availability of business units in the area, by the provision of a mixed use, comprehensive development.<sup>15</sup>

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

There is no doubt that the site is an eyesore and its redevelopment would be welcomed. A business park comprising units of a size and form required by modern businesses could attract a diverse employment offer. This could provide for technology-focused businesses, or similar enterprises within use Class BI<sup>16</sup> supporting the needs of smaller local firms, as well as businesses moving into the area. This would help to minimise out-commuting by extending the availability of local employment opportunities.

A small-scale survey of local businesses in 2017 carried out by the TisPlan steering group suggested that there is demand from local businesses to relocate to the site. Many of them would appreciate employment units with good access to the railway. By providing accommodation to meet modern business needs, Station Works could achieve a greater density of employment, even if there were to be a net loss in the area of commercial land on the site. Indeed, this strategy has been endorsed by Wiltshire Council as part of their response to the Reg 14 Consultation version of TisPlan and is supported by the NPPF.

The type of businesses that could be located on the Station Works site must of course be sensitive to the needs of a residential area: uses should be limited to BI, rather than warehousing and distribution. The latter would generate increased HGV movements, leading to an adverse impact on the surrounding local roads to the A303 and the A30 – a major concern expressed by the neighbouring settlements of Ansty and Swallowcliffe.

<sup>15</sup> The developer has already outlined initial proposals for mixed development – which must reflect housing and employment needs at the time of application (Policy BL.1 and EB.2) and must safeguard space required for the reinstatement of the dual track, pedestrian access to the southern side and space for station parking.

<sup>16</sup> Class BI. Business Use for all or any of the following purposes: a) as an office other than a use within class A2 (financial and professional services), b) for research and development of products or processes, or c) for any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. See [Appendix 18 - Glossary of Planning Terms](#) for a definition of planning use classes.

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

The density and design of the development should be the product of a robust masterplan, responding positively to the exceptional environmental quality within the wider character area of the AONB. In order to allow for variations in design, the developer is expected to adopt an average plot size of 0.034 hectares. This is consistent with AECOM's site assessments and with Wiltshire Council's standard density assumption in their Strategic Housing Land Availability Assessment methodology (September, 2011)<sup>17</sup>, applicable to land within the SHLAA, which previously was allocated for employment, or other land uses, and is no longer required for those uses (Station Works is the only SHLAA site being taken forward in TisPlan).

Therefore, assuming 2 hectares is set aside for housing development, at a density of 30 dwellings per hectare. This would provide for a maximum of 60 dwellings, with the rest of the site being reserved for employment purposes (office and services) and the future requirements of Network Rail, including some parking. The site could provide for lower-cost dwellings, starter homes or various opportunities for people who may wish to downsize. A new pedestrian crossing of the track will be an essential requirement.



17 Wiltshire Council [Strategic Housing Land Availability Assessment methodology](#) (September, 2011, p.5).

A comprehensive development should ensure commercial viability of the site as well as delivering the community's mandate that the site must be redeveloped. Development will be expected to demonstrate high standards of layout and design, making the best use of the unique characteristics of the site and reflecting the built environment elsewhere in the settlement. TisPlan will expect the developer to take an innovative approach, responding to the site's contours, the relationship to its setting, the impact upon the character of the area, scope to provide interesting views into or out of the site and to create a sense of place.

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

The site's potential to maximise the use of Tisbury Railway Station and to integrate sustainable infrastructure (such as electric bike schemes, cycle racks and electric car charging points) means it could actively promote sustainability (a core planning principle of the NPPF, para 17).

As well as mixed development with sufficient parking provision, TisPlan community engagement identified several other criteria for the development of this site. There was clear evidence of concern to improve pedestrian access, both for the railway station and also across the River Nadder, where the busy road bridge en route to the station has no pavement.

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

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



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

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

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

### *Development constraints and mitigation*

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

1. It is noted that the site had previous industrial use as Tisbury gas works from the mid 19th century until the 1920s; and more recently it was a site for heavy industrial manufacturing. There are areas of the site that are seriously contaminated. Specialist investigation and decontamination of some areas of the site will be required, before development can proceed
2. It is also recognised that former industrial uses may affect the overall degree of commercial viability since residential development may not be appropriate across the whole site
3. The close proximity of the site to the railway station and the extent of contamination on the site from its former industrial use may necessitate innovative measures to provide for the siting of open spaces and

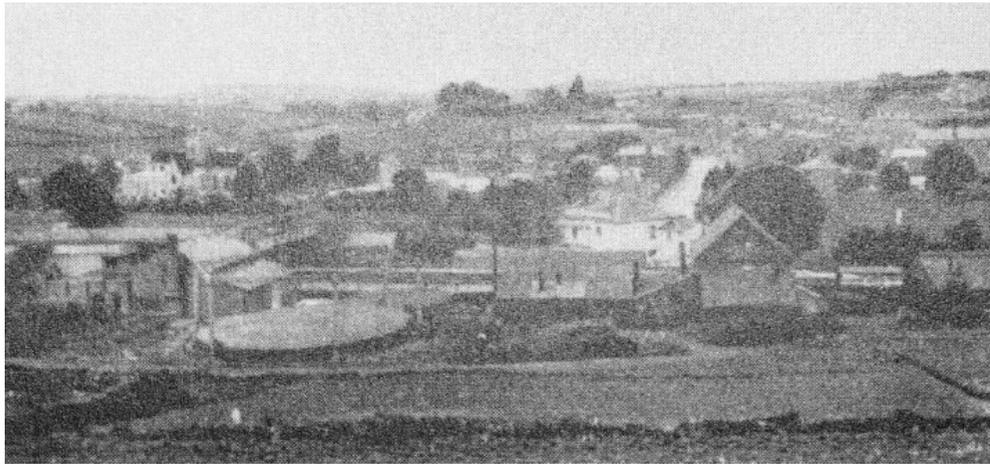
<sup>18</sup> This was advised by the Wiltshire Council Habitats Officer during the Reg 14 Consultation.

recreational facilities, which potentially may be off-site (see [Policy LCW.3](#))

4. The site, which lies within the rural green corridor of the River Nadder; potentially supports Special Area Conservation (SAC) bat species. Development may lead to the loss or modification of buildings that the bats use for roosting, and disrupt their flight routes through the removal of vegetation and the installation of new lighting. An impact assessment will be required to identify any potential issues and mitigate risks
5. There is an associated risk to the features of the River Avon SAC due to the potential scale of contamination and the site's proximity to the river; despite it lying some 2 km upstream from the SAC. Site remediation to the satisfaction of Wiltshire Council's Environmental Health team and the Environment Agency will be necessary. An Environmental Impact Assessment will be expected to identify and mitigate the risks appropriately.<sup>18</sup>
6. Development of the site may also affect the skyline, impacting the Conservation Area. Development must take heed of the recommendations of the AONB management plan

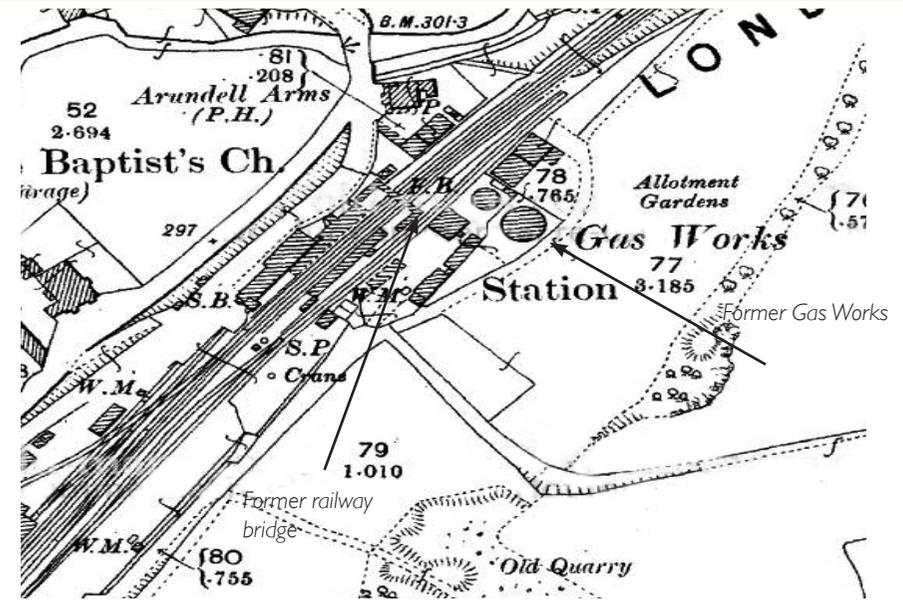
Given the complexity of the site it is essential that a comprehensive approach to the development of the site is taken. [Policy BL.7](#) needs to be co-ordinated with other TisPlan policies (e.g. [TR.5](#)) to ensure a strategic and comprehensive development of the Station Works site, within TisPlan's overall objectives and policies.

It is also acknowledged, however, that the industrial heritage of the site and the necessity to ensure there is provision for future potential expansion of the railway station at Tisbury, both present significant challenges which may contribute to the costs of redevelopment. Therefore, the number of dwellings that would be appropriate for such a mixed site has been very carefully considered (i.e. a maximum of 60), with the aim of achieving a balance between commercial objectives and the aspirations of the community.



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

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



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

In accordance with feedback from the local community, TisPlan welcomes a comprehensive mixed redevelopment of Station Works, to include a balance of housing, commercial units and parking. Development should be carried out in accordance with an agreed masterplan for the site which will set out how the phasing and necessary infrastructure will be delivered.

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

1. A comprehensive risk assessment and decontamination process regarding the previous industrial use of the site must be carried out. A submission of a decontamination strategy will be required with any planning application for the redevelopment of this site
2. In liaison with Network Rail, safeguard land in anticipation of the expansion of the single track to dual track, including provision for a second platform in accordance with the minimum requirements set out in [Policy TR.1](#) and requirements for a drop-off turning area, disabled parking and parking

3. Make provision for an appropriate pedestrian access to and from the new development and the rest of the village; and show how this is to be phased, as part of the development. This could include provision for pedestrian and disabled access via the Three Arch railway bridge, to and from the Stubbles footpath
4. Residential development should provide for not more than 60 dwellings, at a maximum density of 30 per hectare (average plot size 0.034 hectares), some of which could be satisfied by two-storey apartments
5. Design and layout should ensure a clear distinction between the mix of uses on the site and separate access routes for residents should be clearly set out and detail the proposed:
  - i) mix of uses
  - ii) areas of public, private and amenity space
  - iii) movement routes for different users (into and out of Tisbury Railway Station)
  - iv) employment, residential and parking areas
  - v) building heights, envelope and density
  - vi) phasing of different uses

6. Make provision for a minimum of 30% affordable housing which, wherever possible, should be delivered through a trust, or equivalent organisation, the aim of which will be to ensure that the housing should remain as affordable, in perpetuity. Opportunities for self-build should also be explored
7. Consider the aspirations of local businesses as indicated by the TisPlan business needs assessment ([Section 5: Employment and Business](#)) and the current users of the site, to provide for its adaptation to modern business needs in such a way that does not impinge on residents. Commercial use should be in accordance with [Policy BL.3](#) (e.g. design units to support low-impact Class BI business uses, but with the capacity to accommodate larger vehicles for deliveries)
8. The exact mix of residential and commercial development should be sensitively sited and designed to mitigate any associated adverse impact (such as height of buildings, noise, smell, pollution and visual impact) arising from either use; or from the use of the railway
9. The development must reflect the site's setting within the AONB and its proximity to the Conservation Area. This should include consideration of the impact of traffic on the neighbouring settlements, the natural landscape and historic buildings in the AONB, the effect on the skyline for potential light pollution and views from the south facing areas in Tisbury and the sensitivity of design, in relation to the vernacular of the adjacent Conservation Area zones (see [Appendix 4 - Design and Visual Impact](#)). Any landscaping should positively reinforce the site's setting in an AONB for all users and where possible result in a net gain for biodiversity in accordance with [Policy HNA.1](#);
10. Development should be of a very high design standard, reflecting the predominant local vernacular, e.g. use of local brick and stone building materials appropriate to the style of the traditional buildings in the southern edge of the village and Tisbury Railway Station
11. A habitats survey must be carried out to determine whether the development would affect the bat species that are features of the Chilmark Quarries SAC and appropriate measures taken to avoid and mitigate impact if these species are present
12. Development should strive to have a minimal (approaching zero) environmental impact in its use of natural resources such as energy and water and consider how the development can have a positive environmental impact. Wherever viable, masterplanning should utilise industry best practice on integrating principles of sustainable, low-carbon design, including the use of renewable energy and energy efficiency (e.g. BREEAM Communities)
13. Given the scale of the development in relation to the existing settlement and its existing capacity for sewage treatment and associated impact on the River Avon SAC, measures to implement alternative foul water treatment to mitigate overload of Tisbury Sewage Treatment works should be addressed
14. Any development must be the subject of extensive consultation with the local community before and during the pre-application stage. As a minimum, this should include consultation events open to the whole community, organised in liaison with Tisbury Parish Council



Tisbury Railway Station and Tisbury and West Tisbury from Chantry

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

*The former Sports Centre: 0.35 hectares or 0.86 acres.*

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

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

Anticipated increases in the local population from housing developments elsewhere in the village mean that St John's Primary School will likely attract increased numbers of students over the plan period. The school has indicated that if it needed to expand, this could be achieved by creating an additional extension to the existing school; it also may require additional land to fulfil other needs, including expansion of school parking.

Wiltshire Council's Education Department has also supported, in principle, a proposal that the land should be safeguarded for the future possible expansion of the school. For the longer-term, therefore, it is deemed prudent to plan positively to safeguard some land for the expansion of educational provision, or other appropriate development to the benefit of the community.



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

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

The use of the brownfield site of the former sports centre is supported in principle for community development, always provided that:

- Design is sensitive to the safeguarding of children at the school
- Measures are included to ensure that the site is managed for the benefit of biodiversity, in line with the requirements of the NPPF and conditions in Planning Permission 14/04907/FUL (Tisbury Nadder Campus) which provides for the site to be set aside and managed for the benefit of the community as a wildflower meadow
- Proposals should demonstrate engagement and agreement with St John's Primary School with regard to their future expansion plans and indicate how these have been taken into account for anticipated development (e.g. including provision of additional classrooms, facilities or parking spaces)

Proposals which would result in either a loss or a detriment to the school will be strongly resisted.

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

Policy	Action
BL.2	<ul style="list-style-type: none"> <li>• Explore ways of providing affordable housing for people with a local connection, using S106 Agreements where necessary.</li> <li>• Consider support for the release of brownfield exception sites for affordable or low-cost housing, evidenced by up-to-date housing needs assessments.</li> </ul>
BL.4	<ul style="list-style-type: none"> <li>• Encourage local developers to reference the Cranborne Chase AONB Position Statements, Fact Sheets and Advice Notes which provide additional information on aspects of the landscape, and specific types of appropriate development.</li> <li>• Identify and record locally important and distinctive boundary features and materials so that these may be taken into account in the design of new development within the neighbourhood area.</li> <li>• Support the identified skyline areas and the need to conserve the AONB landscape.</li> <li>• Create a local design guide to help residents understand design requirements sensitive to the area's historic and landscape features.</li> </ul>
BL.5	<ul style="list-style-type: none"> <li>• Support the AONB Dark Skies Initiative.</li> <li>• Resist Highways preference for the installation of high-lumen conventional roadside lighting for all new developments. Support proposals for the use of low level lighting in appropriate locations (e.g. solar power).</li> </ul>
BL.6	<ul style="list-style-type: none"> <li>• Resist planning applications that have not made appropriate provision for infrastructure requirements, particularly within the Conservation Area.</li> <li>• Encourage local businesses and residents to work together to achieve enhanced broadband provision.</li> </ul>
BL.7	<ul style="list-style-type: none"> <li>• Tisbury Parish Council to appoint a sub-committee to liaise with Wiltshire Council and any prospective developer to ensure that the Station Works site is delivered in accordance with the community's mandate.</li> </ul>
BL.8	<ul style="list-style-type: none"> <li>• Explore measures to protect the site of the former sports centre from anti-social behaviour.</li> <li>• Encourage redevelopment of the sports centre site for the benefit of the community.</li> <li>• Press Wiltshire Council to transfer the site to the ownership of the local community.</li> <li>• Liaise with St John's School regarding the future of the sports centre site.</li> </ul>
General	<ul style="list-style-type: none"> <li>• Encourage developers to take a proactive approach by consulting with the Parish Councils at the pre-planning stage to provide early opportunities for community engagement.</li> </ul>

## Section 4: Transport (TR)

### *VISION: Transport*

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

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

### 4.1. Background and Rationale

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

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

Nationally and locally, modern transport has transformed both society and the economy. The car has enabled us to take advantage of a wide range of

opportunities and advances in road haulage have led to the increased availability of consumer goods.

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

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



*Top: Narrowing of the road on Hindon Lane, Tisbury  
Above, left: Three Arch Bridge approaching Tisbury Railway Station  
Above, right: Railway bridge, Tisbury Row, Tisbury*



*Narrow access from Hindon tunnel on Stops Hill*

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

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

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

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

Tisbury continues to grow, with developments such as Wyndhams and the

anticipated development of Station Works. It is becoming more attractive to visitors, with the opening of the gallery at Place Farm as an important venue. All this development brings with it associated increases in the volume of traffic which may adversely affect the rural character of the community and its setting within the AONB.

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

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

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



*Nadder Close car park, Tisbury*

<sup>1</sup> [Annexe 12 - Wiltshire Council Local Transport Plan March, 2011](#).

<sup>2</sup> Question 15 in [Appendix 13 - TisPlan Questionnaire Results](#) demonstrated that 59% of commuters travel by car, including 4% car-sharing TisPlan questionnaire.

## 4.2. TR Policies

### *Transport TR.1 Parking Provision*

*Objective: To provide sufficient parking.*

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

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

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

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

<sup>3</sup> [Annexe 13 - WSP Development and Transportation Report \(2009/10\)](#).



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

*Above, right: Parking in Tisbury High Street*

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

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

Following the TisVis consultation in 2006, Tisbury Parish Council explored the feasibility of converting Johnson's field (the land adjacent to the South Western Hotel) to a commuters' car park. After very careful consideration of all the issues, including an independent traffic study,<sup>3</sup> it was concluded that the proposed project would not be advantageous. The very significant costs involved (such as meeting stringent drainage conditions imposed by the Environment Agency) would be an onerous financial burden for local residents, outweighing potential benefits.

Pressures on parking in Tisbury have continued to increase. In 2016, Tisbury Parish Council commissioned a further report with the aim of identifying short

and long-term solutions to parking problems. A team of volunteers carried out further surveys on village parking and traffic.<sup>4</sup>

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

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

Population growth accruing from new development and policies that encourage people to use Tisbury's High Street will continue to place increased pressure on parking. In addition, if upgrades to the rail network result in reduced commute times to London the demand for commuter parking will inevitably increase even more. Failure to provide more parking may have a long-term adverse impact of discouraging use of the High Street. Therefore, all new dwellings will be expected to have a minimum of two independently accessible off-road parking spaces per dwelling.

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

<sup>4</sup> The full text of Cllr Davison's report can be seen in [Annexe 14 - TPC Parking Report](#).

### *Policy TR.1 Parking Provision*

TisPlan will expect all new residential development with two or more bedrooms to provide a minimum of two independently accessible off-road parking spaces per dwelling. This is above the minimum standards defined in Wiltshire Council's car parking strategy.

This policy will be rigorously applied unless otherwise justified having regard to site-specific circumstances (e.g. the conversion of existing properties to create small apartments without available land for parking) or any relevant overriding policies in the Wiltshire Council Transport and Cycling Strategies\*.

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

Parking allocations should be sensitive to different mobility requirements (e.g. the needs of people with disabilities and parents with children).

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

Measures to continue to provide free parking may be pursued through CIL funds, where relevant.

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

\* Wiltshire Council Local Transport Plan 2011-2026.

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

### Transport TR.2 Tisbury Railway Station

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



Tisbury Railway Station, a Victorian-era station.

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

- a) The platform at Tisbury is short and can accommodate only three coaches
- b) There is only one track on this section of the line and the 'down' trains have to wait in a loop just outside Tisbury, whilst the 'up' trains go past. This has the effect of adding several minutes to journey times<sup>5</sup>

<sup>5</sup> The second track was removed after 'Beeching' and the platform on the southern side of the station was closed in 1963.

c) There is no pedestrian bridge. The original Victorian bridge was removed some years ago. The only means of crossing the track is by way of a public footpath, beyond the limit of the eastern end of the station platform, or alternatively by walking the long way round via Station Road

d) The facilities at the station building itself are in need of an upgrade. The Victorian building is not listed, but it is within the Conservation Area. Any upgrade should therefore be sensitive to and in keeping with the original architecture ([Policy HNA.2](#))

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

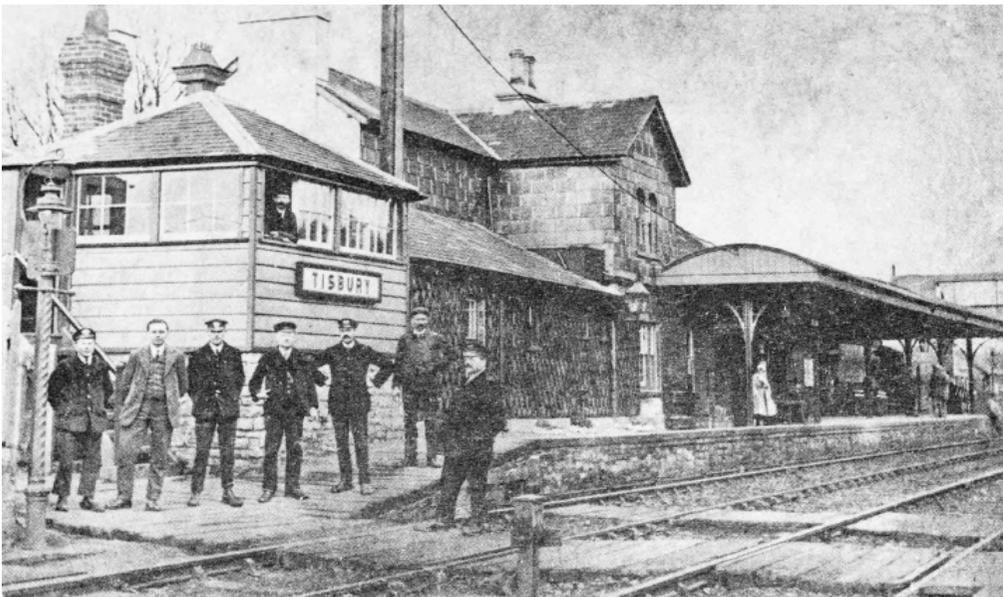
Inevitably these changes will bring increased traffic on the narrow country lanes around Tisbury. Any expansion of the service should, therefore, also provide for improved public transport connections and additional parking facilities at the station, which, given its current layout, presents serious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

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

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



Above: Tisbury Railway Station and the 'down' siding, 1961 (courtesy of Tisbury History Society)  
 Below: Tisbury Railway Station 1905 (courtesy of Tisbury History Society)



### *Policy TR.2 Tisbury Railway Station*

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

Development at the Station Works site or within the environs of Tisbury Railway Station should protect and enhance the existing railway service and make provision for future expansion of the railway service by:

1. Safeguarding sufficient land for the expansion of the single track to dual track, including provision for a second platform and a footbridge or underpass. The community priorities for development of Station Works ([Policy BL.7](#)) should be considered
2. Encouraging increased use of public transport, e.g. provide bus stops, taxi spaces, and a turning point for larger vehicles
3. Accommodating sustainable travel needs, such as bicycle racks and shelters, electric charge points for cars
4. Accommodating additional parking to reflect anticipated growth in the use of the Station, with the potential for innovative parking solutions ([Policy TR.3](#)) providing they are sensitive to the character of the station in the AONB
5. Infrastructure upgrades to Tisbury station, including signage and aesthetics, should be in keeping with its original Victorian design.

### *Transport TR.3 Innovative Parking Solutions*

*Objective: To encourage parking provision sensitive to landscapes within the AONB.*

Tisbury's setting within the AONB and the conservation and enhancement of its rural and historic character and landscapes is paramount to any planning decision for the Tisbury area. Expansion of parking provision should be sensitive to this and should be integrated into the landscape.

Although they may be relatively costly solutions, [Policy TR.3](#) below sets out innovative ways to achieve this. For example, by encouraging carefully managed vegetation to hide car parks from view, or by exploiting the potential for parking to be dual-purposed so that it could be used by commuters and shoppers during the day and by residents in the evenings and weekends, thereby aiming to ease parking congestion within Tisbury.

*Privately-run overflow parking adjacent to Tisbury Railway Station*



### *Policy TR.3 Innovative Parking Solutions*

Any expansion of the existing parking offer within major development (over 10 dwellings) or High Street redevelopment, should consider innovative use of the available space, which should enhance and not be detrimental to the landscape of the AONB and the historic features of the area.

Developers should aim to provide innovative solutions and could consider a range of possibilities, for example:

1. Landscaped multi-storey parking (no more than two levels) appropriate to the skyline of the surrounding area incorporating Living Building features so that over time it becomes part of the natural landscape
2. Underground parking provision providing that a geological survey evidences no risk of subsidence or other associated negative geological or physical impact, or disturbance of the water table
3. Any underground or multi-storey parking must have good ventilation
4. Where adjacent to hills or mounds, make sensitive use of the natural landscape to accommodate car parking provision, providing there is no adverse impact on the natural landscape, no visual impact for other residential or commercial sites and has undergone both an environmental and archaeological impact assessment
5. A shuttle service (e.g. a park and ride), should sufficient demand be evidenced
6. Residential communal car parking
7. Consider dual-purpose parking options, such as providing residents' parking which permits time-restricted parking for commuters and shoppers during the day
8. Parking should accommodate the latest technology to help reduce unwanted emissions, such as electric charging points

*Transport TR.4 Traffic Impact, Road Safety and Maintenance*

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

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

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

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



*Right: Damage to the banks at Pythouse*

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



*Above: Pinch point on Church Street, Tisbury*

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

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

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

The increases in local development – both residential and commercial – have also increased traffic flow and the risk of accident. Notably, the Wyndhams development led to increased numbers of pedestrians on Hindon Lane. In 2016, Tisbury Parish Council introduced a 20 mph zone in parts of the village centre, which has had some effect in reducing the speed of traffic in the High Street and Hindon Lane.<sup>6</sup> In addition, TPC has obtained funding from Wiltshire Council Highways to provide a pedestrian crossing on Weaveland Road, near the access to Nadder Centre; has arranged for several traffic counts in various locations around the village and is implementing (2018) a voluntary speed watch initiative.

#### *Policy TR.4 Traffic Impact, Road Safety and Maintenance*

Developers must demonstrate in a Transport Statement how they seek to conserve the rural character of the AONB and mitigate the impact of additional traffic. The avoidance of negative impact on neighbouring villages and hamlets should also be considered a priority.

Developers should engage with landowners and Wiltshire Highways in order to mitigate the long-term traffic impact in the rural area, wherever feasible by:

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

New development should plan positively to avoid disturbances caused by on-site traffic and the consequential temporary demands on existing residential or business parking.

<sup>6</sup> Latest information (2018) from a traffic count on Hindon Lane has shown that the average speed on that approach road has reduced to 25.5 mph – a small improvement from 2017 figures (carried out between 19/09/2017 and 27/09/2017 with a total of 15,152 vehicles were checked. The 85th percentile was 31.1 mph - the speed at which 85% of the traffic is travelling at or below). See [Annexe 15 - Tisbury Traffic Counts](#).

*Transport TR.5 Sustainable Transport**Objective: To encourage sustainable transport.*

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

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

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

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

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



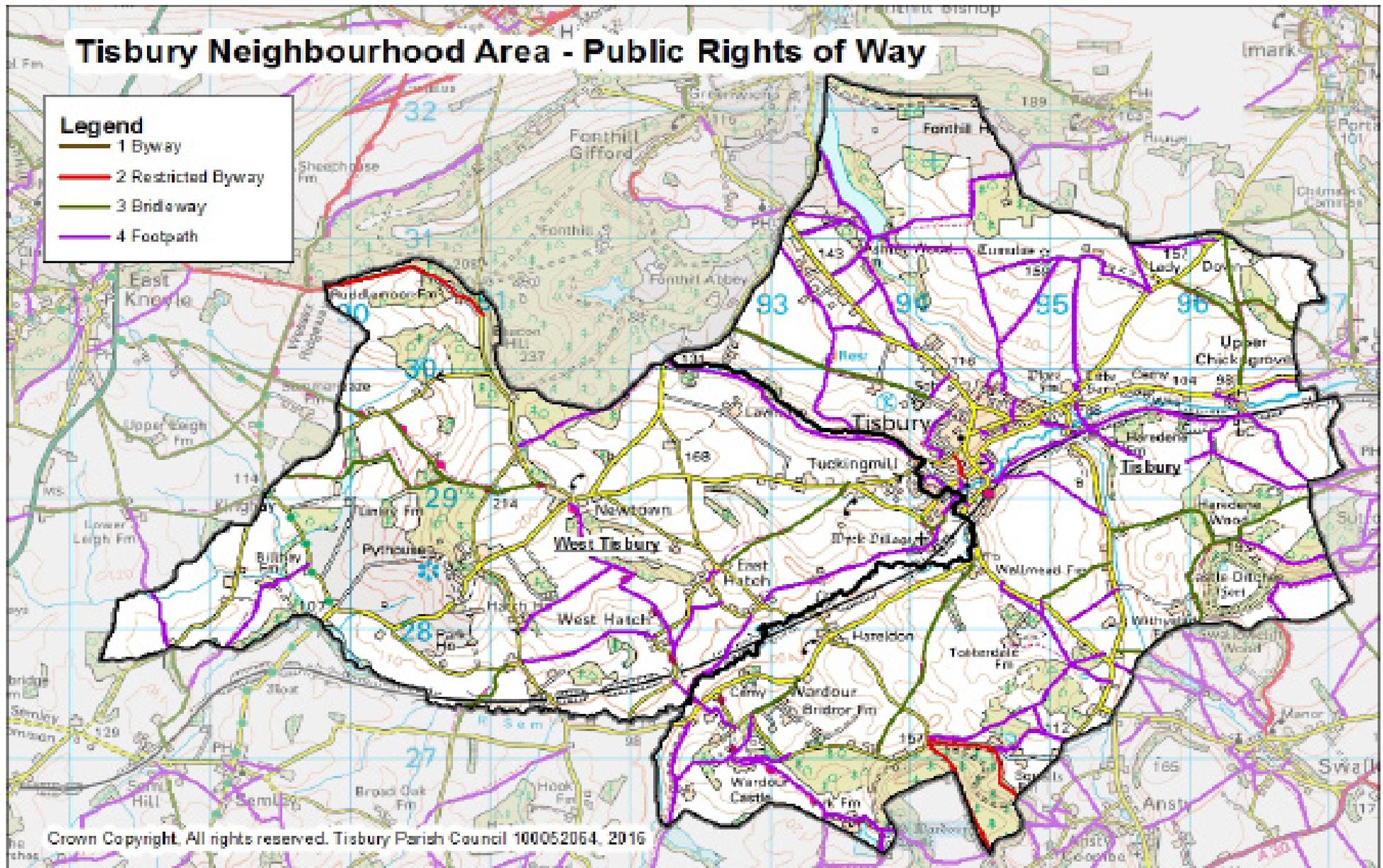
*Above left: Awkward pedestrian pavement, upper High Street, Tisbury*

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

Tisbury currently has 53 public footpaths, 10 bridleways and 3 byways while West Tisbury has 21 footpaths and byways, including part of the Wessex Way long distance footpath. A map of existing footpaths, bridleways and cycleways is shown on map Rights of Way in the Neighbourhood Area, p.51).

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

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



Rights of Way in the Neighbourhood Area.

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

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

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

Improving coordination between train and bus services could result in significantly fewer car journeys. The expansion of the local voluntary transport services serving the Tisbury area could be funded through CIL allocations ([Policy CIL.1 Planning Gain](#)).



Example of an original stone pavement in the Conservation Area

### *Policy TR.5 Sustainable Transport*

Developers will be expected to promote safe walking and cycling routes to the village centre; facilitate access to schools, the surrounding countryside and Tisbury Railway Station, aiming to minimise the use of the car. For example:

1. New development should be built round the concept of a walkable village with integrated pathways directly connecting to its centre and, wherever possible, achieving circular walking routes
2. The protection and expansion of rights of way for footpaths, bridle and cycle paths to encourage sustainable transport patterns within the village and its surrounding areas. These measures should also be integrated to address road safety measures as specified in [Policy TR.4](#). The loss of existing footpaths and bridleways will be strongly resisted
3. Improve pedestrian access to and from the High Street using paving that is in keeping with the existing design features of the Conservation Area (as defined in [Appendix 4 - Design and Visual Impact](#))
4. Provide dropped kerbs for users with additional mobility requirements e.g. wheelchair users and pushchairs
5. The provision of infrastructure to support sustainable transport will be encouraged (such as secure and weather-proof cycle racks/shelters, electric charge points for cars, bikes and mobility scooters). This should include provision for enabling disabled access
6. The contribution of the railway as a means of sustainable transport is supported as outlined in [Policy TR.2](#)
7. All major developments should submit a Travel Plan detailing how they will implement measures to promote sustainable transport patterns. All developments will be expected to contribute through investment of the Community Infrastructure Levy as defined by the schedule of priorities in [Policy CIL.1](#)

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

Policy	Action
TR.1	<ul style="list-style-type: none"> <li>Regularly monitor the use of Nadder Close Car Park, taking into consideration demand management strategies for the whole village.</li> <li>Tisbury Parish Council to seek renewal of the lease and press for the transfer of ownership of Nadder Close Car Park from Wiltshire Council.</li> <li>Object to planning applications that do not provide for a minimum of two independently accessible parking spaces per dwelling (with the exception of conversions of properties where no parking space currently exists).</li> </ul>
TR.2	<ul style="list-style-type: none"> <li>Support plans for the current single line railway track to be doubled.</li> <li>Ensure the Parish Councils have representatives on the Blackmore Vale Community Rail Partnership and the Salisbury to Exeter Rail Users Group (SERUG).</li> <li>Encourage rail users to use the alternative station parking, rather than blocking spaces in Nadder Close Car Park.</li> <li>Encourage people not to drive to the station and to use alternative forms of transport.</li> <li>Liaise with Tisbus regarding alternative transport provision during peak commuter and school run traffic.</li> </ul>
TR.3	<ul style="list-style-type: none"> <li>Install electric charging points in Nadder Close car park (when it is owned by the Parish Council).</li> </ul>
TR.4	<ul style="list-style-type: none"> <li>Encourage shared use of agricultural and private roads through a Farmers' Forum. This could explore the possibility of inter-farm tracks to reduce traffic on public roads.</li> <li>Pursue a by-law change to reduce the weight limits of tractors to mitigate their adverse effect on the roads.</li> <li>Engage the Village Warden to help report verge damage.</li> <li>Improve road safety by reminding residents not to place obstructions on their driveways.</li> <li>Invest in speeding restriction reminder signs within the 20 mph zone in Tisbury.</li> <li>Consider extension of the 20 mph zone, particularly around the access roads to the village, including Tisbury Row and Tuckingmill.</li> </ul>
TR.5	<ul style="list-style-type: none"> <li>Promote widening the remit of the Rail Users' Group to include associated bus services and links with other forms of private transport, such as TisBus.</li> <li>Support initiatives by rail and bus providers to improve co-ordination of bus and train services, particularly between Salisbury railway station and the district hospital at Odstock and at Tisbury Railway Station during peak commuting times.</li> <li>Support the Wiltshire Local Transport Plan to encourage a modal shift from the private car. For example, by encouraging cycle parking within reach of every public building. Encourage local businesses to sign up to the Cycle to Work scheme to loan bikes to employees at less than market value.</li> <li>Liaise with the schools to support initiatives such as: car sharing for parents; exploring safe routes for parents who wish to cycle to and from schools; 'walking bus' initiatives, where children walk in groups along a set route, with supervision.</li> <li>Arrange a demonstration of electric bike hire schemes to promote the use of bicycles in the challenging local topography.</li> <li>Encourage the provision of an electric car hire scheme.</li> <li>Consider the use of CIL levies to support and promote TisBus and the Link Scheme.</li> <li>Liaise with Shaftesbury School to explore provision of later or after school transport for students.</li> <li>Explore potential for enhancement of pedestrian routes within Tisbury High Street. Liaise with Footpath Club to consider footpath improvements.</li> <li>Provide secure cycle bollards. Encourage and support local cycling groups and the provision of Bikeability cycle training (a cycle training scheme to help cyclists become proficient in using roads in the 21st Century).</li> <li>Explore additional traffic calming measures to encourage safe cycling (e.g. giving priority to pedestrians and cyclists).</li> </ul>
General	<ul style="list-style-type: none"> <li>Develop an integrated sustainable transport strategy detailing how transport policies in TisPlan will be implemented.</li> <li>Lobby for additional rail carriages on trains serving Tisbury Railway Station.</li> </ul>

## Section 5: Employment and Business (EB)

### *VISION: Employment and Business*

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

### 5.1. Background and Rationale

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

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

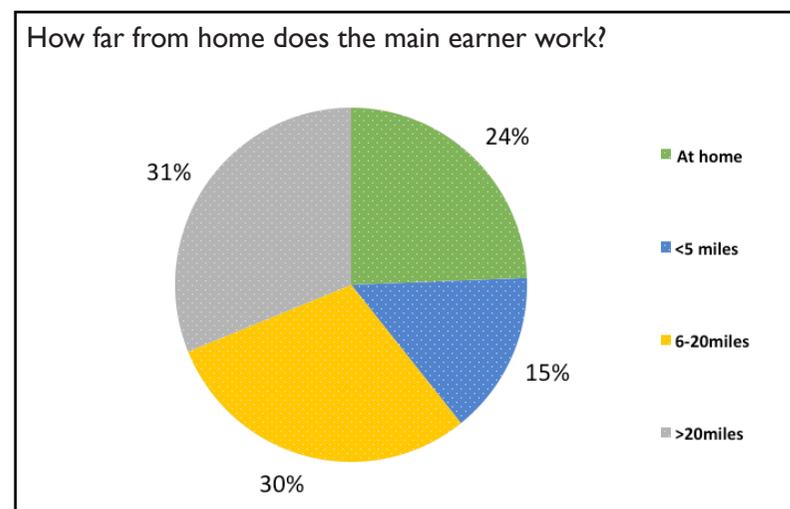
Tisbury has seen many changes throughout its history. Currently it seems to be evolving as a local centre for high quality food businesses, with the High Street boasting a local butcher, wine bar, tea room, fishmonger, delicatessen and a pub featuring ales from the local craft brewery. Within the wider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

The Wiltshire Core Strategy (2016–2026) set a business target of an additional 1.4ha (3.5 acres) of employment land for Tisbury. This was met by the provision of business units at Wyndhams, Hindon Lane (as part of a mixed development), all of which are now occupied (as at December 2017). Wiltshire Council itself

has also provided start-up business incubation units at Tisbury Nadder Centre Campus. This has been met with moderate success.

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

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



TisPlan questionnaire results (2015), Question 14: Travel Distance to Work

Further evidence from TisPlan questionnaire demonstrates an interesting reflection of modern times, showing that there is no predominant local skills base. The largest sector is 'health and medical services', but even that is only 14% of those who responded to the questionnaire. By contrast, a majority in

previous generations would have worked mainly in agriculture or in businesses that supported the rural economy, such as agricultural machinery manufacturing. However, the wide range of skills of the local population, evidenced by Question 17 indicates good potential for business growth.

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

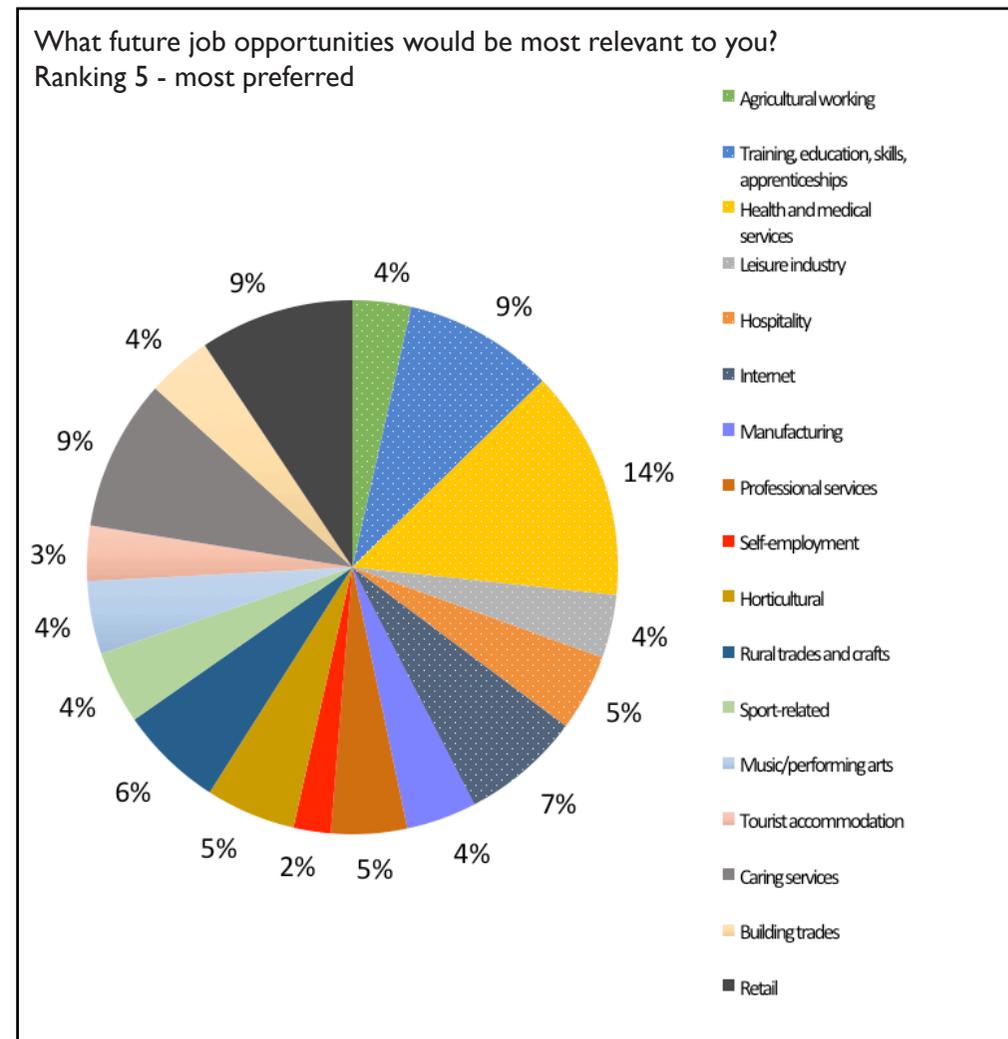
- The availability of high-speed broadband (60%)
- The proximity of the railway station (25%)
- New business premises (6%)
- Opportunity to offer local employment (6%)

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

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

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

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



Top: TisPlan questionnaire results, Question 17: Future Job Opportunity Skills Set

## 5.2. EB Policies

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

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

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

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



*The former Tisbury Brewery, redeveloped as apartments in 1999*

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

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

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

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

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

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

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

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

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

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

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

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

However, the consequential adverse impact of increased traffic movements, especially delivery vehicles, would also to be addressed. Traffic impact assessments and advice on how best to mitigate any adverse impact would be required and innovative solutions encouraged (e.g. use of zero-carbon delivery vehicles).

Proposals that seek to redevelop buildings with the explicit objective of economic regeneration will be encouraged.



*Renovation of the old Match Factory, 2013*

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

### Policy EB.1 Promoting Employment Activity

In principle, proposals for new business and employment provision will be welcomed in appropriate, sustainable locations, especially where this will facilitate the re-use of previously developed (brownfield) sites (*Policy BL.3*), including derelict buildings, always providing that:

1. Proposals for new and existing rural-based businesses within the plan area should actively embrace sustainability (as defined in the NPPF) and should not be detrimental to the conservation of the area's rural character and landscape
2. Development with associated high traffic impact (e.g. Storage and Distribution) will not be permitted
3. Proposals for mixed development (i.e. both housing and business on the same site) must ensure that neither use has any adverse impact on the other in terms of noise, light, design, smell, and parking
4. All development is encouraged to provide for high-speed communications infrastructure (e.g. broadband or equivalent); this should be operational before a development is occupied. Cabling for such infrastructure should be sited underground (*Policy BL.6*)



Tisbury Square looking across to the Post Office

- 2 For instance, A1 (shops) and A2 (professional and financial services) can be converted to dwellings (C3) for properties up to 150m<sup>2</sup>, which is the equivalent of 0.015 – much less than the coverage of employment loss in WC CP35 (0.25ha). Sui generis (agricultural buildings) can be converted to C3 uses if they are less than 450m<sup>2</sup> (0.45ha), providing such conversion does not exceed more than 3 dwellings. Agricultural buildings under 500m<sup>2</sup> are permitted to change to a flexible commercial use, comprising A1, A2, A3, B1, B8, C1 or D2 uses. For use class definitions see the [Planning Portal](#).
- 3 0.25 ha = 0.62 acres (approximately ¼ of a football pitch).

### Employment and Business EB.2 Protecting Business and Employment Activity

*Objective: To protect existing business and employment provision.*

In recent years, the trend for the loss of business premises to residential use has been an on-going concern. Changes of use have been approved through permitted development in most areas,<sup>2</sup> but potentially this has threatened the sustainability of the area's strongly independent, small businesses, many of which are operating on sites of less than 0.25 ha.<sup>3</sup> As the business community evolves, some premises may fall into disuse. There has been a propensity for applications for change of use to residential.

Of particular concern has been the loss in recent years of two public houses in Tisbury, both of which successfully applied for planning permission for change to residential use; a third is currently (2018) under threat.

However, Tisbury is a Local Service Centre and changes of use may not be appropriate. Businesses of strategic importance, such as the Post Office, pubs, vet, petrol station and medical practices in the centre of the village, should be listed as Assets of Community Value, in recognition of their important role in sustaining the vibrancy of the whole community.

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

Under the Wiltshire Core Strategy Policy CP48 (Supporting Rural Life) the redevelopment of disused agricultural buildings should be first considered for

employment uses, although conversion to residential purposes is permitted providing the conditions of CP35 are met.

These policies (CP35 and CP 48) are aimed at sustaining large employment or agricultural sites; but the Core Strategy does not include provision for the protection of smaller sites, many of which form the backbone of business and employment in Tisbury and West Tisbury.

TisPlan will therefore require the same standard of scrutiny as would be afforded to the larger sites. Applications for the change of use of a building in whole or in part from commercial, retail, or agricultural buildings to residential will be strongly resisted on sites less than 0.25 ha.

TisPlan seeks to re-emphasise that sites containing or consisting of large sheds or barns that are no longer required for modern business purposes should demonstrate that alternative commercial uses have been thoroughly investigated, before any conclusion is reached that they are no longer viable. This should include independently produced assessments for the redevelopment of the same sites for smaller business units or other buildings required by modern commercial activities.

It is important to note that the centre of Tisbury is within the Conservation Area. The retail frontages of the High Street shops actively contribute to its local character and help to conserve the characteristics of the Conservation Area; any adverse impact, such as change of use to accommodation, will be resisted.



Images (above, multiple): Various views of Tisbury High Street

### *Policy EB.2 Protecting Business and Employment Activity*

To protect the economic sustainability of Tisbury as a Local Service Centre serving the wider AONB within South West Wiltshire and its setting within a Conservation Area:

1. 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 wholly or partially in employment use
2. Given the high number of small employment sites in the plan area, TisPlan extends CP35 to apply to smaller sites of less than 0.25 ha (0.62 acres). This should take into consideration the wider objectives of TisPlan, as well as other strategic and national policies and planning guidance
3. Any proposed change of use of a site in whole or in part from business to residential or other use should be subject to genuine market research and consultation to confirm whether the site is needed by existing or potential businesses. (Evidence obtained from TisPlan's questionnaire and employment needs survey may be helpful in identifying potential interest)
4. The former Magistrates' Court and Police Station should remain principally in business use, potentially providing for the development of small businesses and/or extended retail offer, so that any future increase in population is served by a corresponding expansion of local services and business opportunities in the centre of Tisbury
5. The mainly Victorian street scene of Tisbury High Street (Conservation Area) should be respected. The historic frontages of the shops, businesses and residences should be retained. Any planning applications which would remove or detract from original features will be refused

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

Policy	Action
EB.1	<ul style="list-style-type: none"> <li>• Support initiatives for the appropriate re-use of sustainable brownfield sites that result in business and employment opportunities.</li> <li>• Inform local businesses as and when employment development opportunities arise.</li> <li>• Support initiatives to promote sustainable tourism in the local area.</li> <li>• Support initiatives which explore possibility of Community Right to Build Orders for community-led business developments.</li> </ul>
EB.2	<ul style="list-style-type: none"> <li>• Encourage and support initiatives for a comprehensive, mixed redevelopment of Station Works, the former Magistrates' Court, the Police Station and the adjacent site.</li> <li>• Support initiatives for the establishment of farmers' markets (as requested in TisVis).</li> <li>• Identify and inform Wiltshire Council of Assets of Community Value; keep list under review and update where necessary.</li> <li>• Ensure the continued provision of free parking in and adjacent to Tisbury High Street.</li> <li>• Discuss with existing businesses (e.g. the Co-op) their anticipated needs for potential expansion and any logistical issues re: deliveries and storage.</li> <li>• Conserve the Victorian street scene in Tisbury High Street.</li> </ul>

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

*VISION: Leisure, Community and Well-being*

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

### 6.1. Background and Rationale

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

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

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

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

<sup>1</sup> JSA Comparative Report 2016 available from [Wiltshire Intelligence](#).

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



*River Nadder at Stubbles*

### 6.2. LCW Policies

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

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

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

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

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

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

The water meadows along the River Nadder are a feature of the whole neighbourhood area, stretching the length of both parishes from West Hatch in West Tisbury, through East Hatch, past Wick, and along the southern side of The Avenue to Tisbury Row. They are popular with anglers and walkers alike who enjoy their rich biodiversity. There is clear evidence that the water meadows south of The Avenue are highly valued by the community for their landscape and open vistas along the River Nadder.<sup>3</sup> This open parcel of land contributes significantly to Tisbury's rural character and ambience.<sup>4</sup>



*Lower Recreation Ground, Tisbury*

Local Green Spaces (LGS) are defined in the NPPF (para 76) as spaces important to a community, which should be protected from development. They include areas with recreational purposes and spaces of natural beauty and tranquillity. It is acknowledged that there are, however, stringent conditions on the types and expanses of land that can qualify for LGS designation. Not all areas of open space can be safeguarded as an LGS.<sup>5</sup>

There are a number of spaces that are eligible to be designated as LGS within the plan area; all are within Parish Council ownership. TisPlan seeks to protect these local assets from all development by designating them as LGS for the enjoyment of present and future generations, where they meet defined NPPF criteria as assessed in the TisPlan LGS Evidence Base.<sup>6</sup>

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

<sup>4</sup> Any proposals to develop the land south of The Avenue for housing will be strongly resisted and its protection is strengthened in [Policies HNA.1](#) (Biodiversity) and [HNA.3](#) (Flooding), [BL.4](#) (Design and Landscapes). Moreover, [BL.3](#) does not permit development on greenspace.

<sup>5</sup> LGS are not extensive tracts of land or part of the open countryside. They should be close to the community they serve, and demonstrate special characteristics for the local community, such as recreational, tranquillity, wildlife, beauty and historic functions. Some areas, which the community has indicated as important, include the water meadows south of The Avenue, the Community Meadow and the Oddford Brook valley. However, these would not meet the criteria of the NPPF, as they would be deemed as part of the open countryside, or extensive tracts of land. All of these areas are firmly outside the area of housing restraint and are greenfield sites in the open countryside. The Oddford Brook has previously been designated as a County Wildlife Site (CWS) and, as previously mentioned, the Community Meadow is protected by a Section 106 Agreement.

<sup>6</sup> See [Appendix 5 -TisPlan LGS Evidence Base](#) for a more detailed justification of designation as LGS and other sites that were screened out as they did not meet NPPF LGS designation.

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

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

The total area designated as LGS is 4.07ha/10.06 acres, which is well within the parameters determined by previous Neighbourhood Plan Examinations.

### Policy LCW.1 Local Green Spaces

The outdoor recreation and amenity areas on the LGS proposals map on p.64. will be designated as LGS due to their particular local significance for the community and their recreational, historic and/or environmental. Local policy for managing development within an LGS should be consistent with policy for Green Belt in the NPPF.

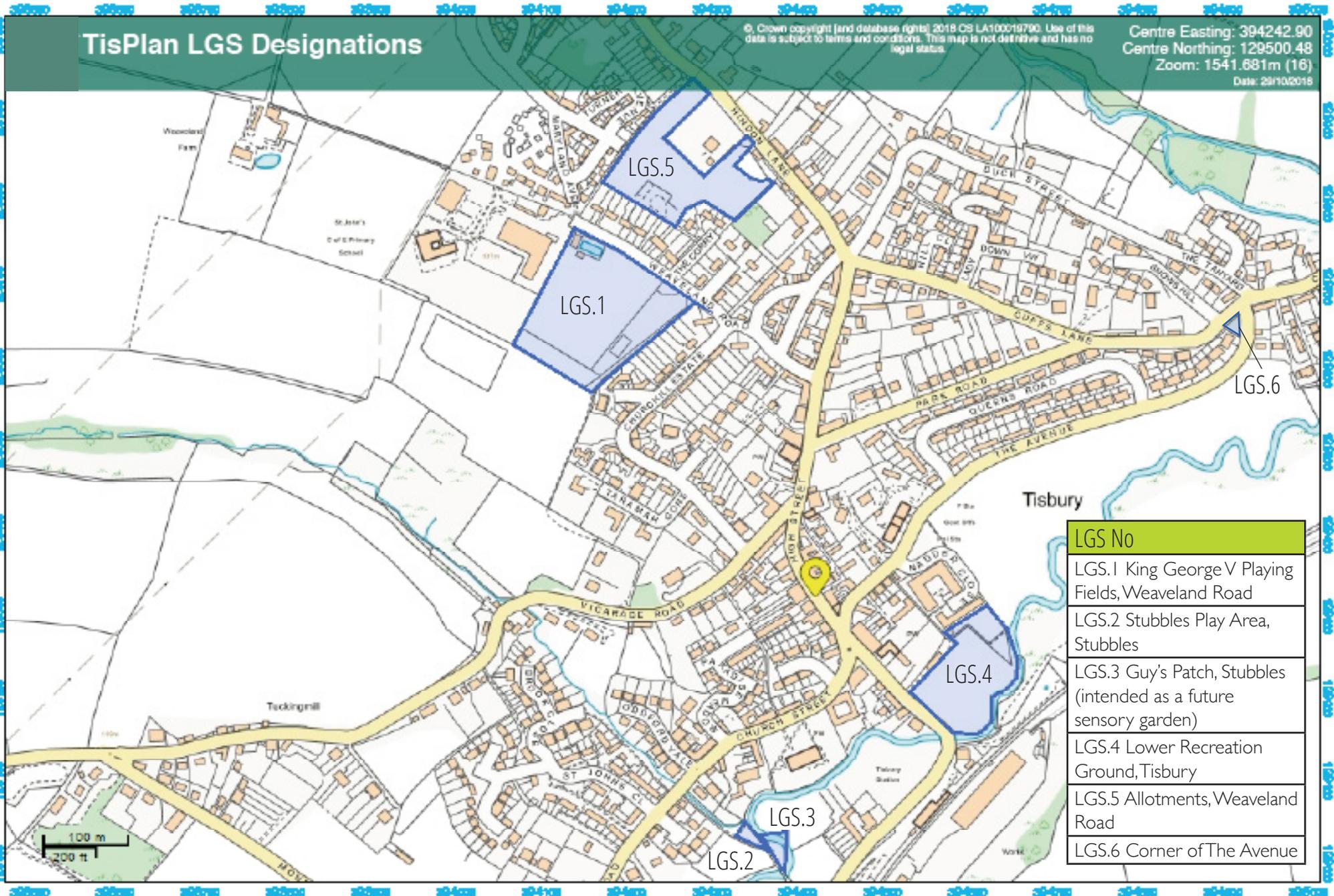
Top, left: Stubbles play area

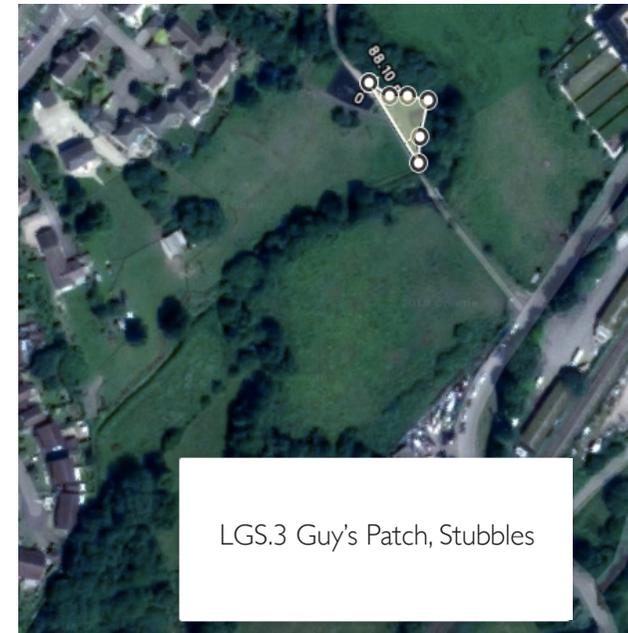
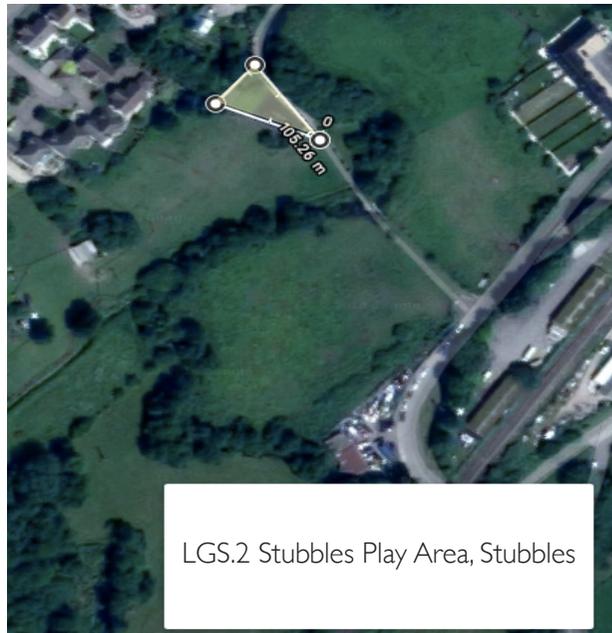
Top, right: Guy's Patch sensory garden, Stubbles

Middle: Allotments, Weaveland Road

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







*Leisure, Community and Well-being LCW.2 Community Assets and Community Re-development*

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

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

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



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

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

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

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

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

The introduction of the Localism Act 2011 enables communities to nominate certain local public or privately-owned buildings, or land, as Assets of Community Value. Parish councils have the power to identify these assets in a community asset register, maintained by the planning authority, Wiltshire Council.

If an asset is listed and then comes up for sale, the new right gives communities six months in which to put together a bid, if they wish to buy it. This gives an increased opportunity to safeguard local facilities of value to the community, at least for a

limited time.<sup>7</sup>

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

### *Policy LCW.2 Community Assets and Community Redevelopment*

Proposals for development will be welcome in cases that:

1. Retain and enhance buildings listed in the community asset register, so that their existing use(s) is sustained
2. Prevent the loss of or a detriment to a building currently used for community purposes
3. Encourage community-led development of community facilities

Proposals for development which will deprive the community of an existing amenity will be resisted, unless it can be demonstrated that the facility is no longer valued by the community, or fallen into disuse or disrepair and that redevelopment would be the preferred option, or that alternative improved facilities are provided locally.

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

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

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

Trees, plants and open spaces have been proven<sup>8</sup> to provide significant health and well-being benefits, as well as supporting interaction between neighbours and the wider community. In addition, such spaces provide opportunities for biodiversity to flourish.

The popularity of the parish allotments in Tisbury demonstrates the importance of providing accessible green space for recreation and local food growing, which may become increasingly important in the future.<sup>9</sup>



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

- 7 If an eligible community interest group notifies Wiltshire Council within six weeks that it wishes to bid for the property, it will then have up to six months in which to prepare its case. However, the owner is under no obligation to sell to any community group and after the six-month moratorium has finished, the owner can dispose of the asset to whomsoever they wish. In order to identify any potential assets of community value in the TisPlan neighbourhood area, both Parish Councils have been asked to consider nominations to the Community Asset Registers for Tisbury and West Tisbury. Owners of any properties on those lists would then be required to inform Wiltshire Council of any intentions to sell their asset or make application for a change of use.
- 8 Researchers from the Universities of Bristol and East Anglia found that people living closer to green spaces were more physically active, and were less likely to be overweight or obese, and people who lived furthest from public parks were 27% more likely to be overweight or obese. [Coombs et al \(2010\)](#).
- 9 [Annexe 5 - Wiltshire Council Playing Pitch Strategy and Open Space Study 2015](#).

### *Policy LCW.3 Amenity Space*

Commensurate with the size of the scheme, proposals for residential development requiring planning permission are required to contribute towards the provision of accessible external green space and leisure spaces, designed to enhance the lives of local residents.

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

1. Landscaping which promotes natural features within the development, promotes well-being and provides for wildlife habitats, including gardens, shared open spaces and trees, sensitive to the setting of the area within the AONB
2. Allotments
3. Recreational facilities for children and young people
4. Infrastructure that facilitates access to nearby natural landscapes within the AONB ([Policy TR.5](#))

Wherever feasible new amenity spaces and facilities will be expected to be accessible for users with additional mobility requirements, e.g. wheelchair users, or people with pushchairs.

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

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

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

*VISION: Use of Community Infrastructure Levy (CIL) Monies*

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

## 7.1. Background and Rationale

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

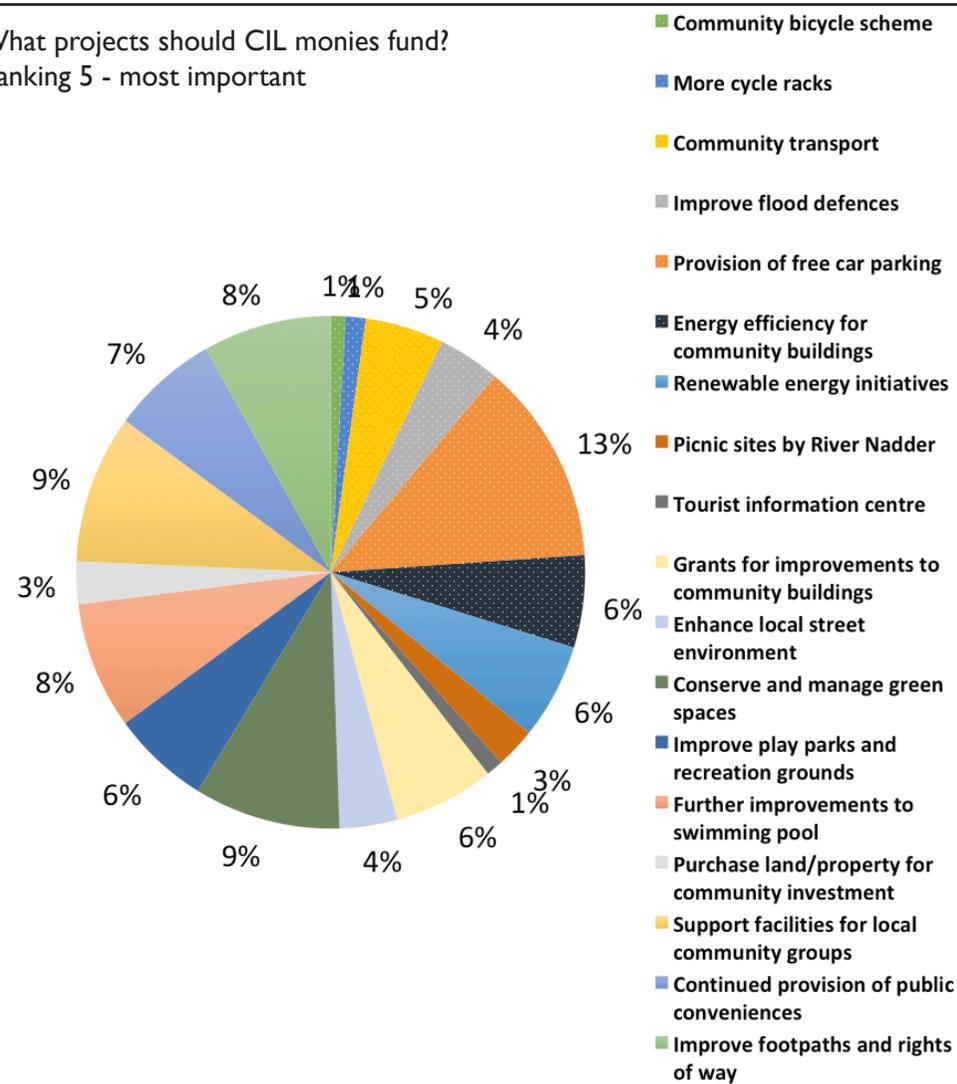
In 2010, new powers came into force enabling Local Authorities to impose a charge on developers to provide for improved local infrastructure needs, known as the Community Infrastructure Levy (CIL).

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

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

Additional infrastructure needs identified during the drafting of TisPlan are also detailed, which complement the policies set out in this plan.

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



### *CIL.1 Planning Gain: Potential Use of Community Infrastructure Levy Monies*

In order to ensure that development is undertaken in tandem with the provision of infrastructure to help support the community, the following community priorities (for the allocation of CIL monies from development gain) were identified via the TisPlan questionnaire. In no particular order of priority, they include, but are not limited to:

1. Conserving and managing green spaces, improving play parks and recreation grounds. This includes those already stated in LCW.3, such as landscaping to promote natural features, shared open spaces and trees, allotment facilities, and recreational facilities for children and young people
2. The enhancement of existing non-vehicular public rights of way to encourage sustainable transport patterns within the village and its environs
3. Investment in the local roads network, including new or improved access arrangements, the provision of new paths to improve linkages between existing paths, additional passing places, improvements to verges and provision of traffic calming measures, in order to mitigate impact from development ([Policy TR.4](#))
4. Energy initiatives e.g. electric car charging points, low-level LED lighting and renewable energy and energy efficiency projects. Support for and enhancement of existing community facilities (e.g. Tisbury Swimming Pool) and the provision of new community assets
5. Support for community transport initiatives to maintain and improve their viability
6. Enhance the provision of facilities that reduce waste and encourage local recycling
7. Measures that continue to promote free parking, where feasible



*Tisbury Swimming Pool*

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



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

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