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PLANNING STATEMENT

120 BOUVERIE AVENUE SOUTH,

HARNHAM, SALISBURY, WILTSHIRE, SP2 8EA

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1. INTRODUCTION

1.1 This Planning Statement has been prepared by Atlas Planning Group Ltd on behalf of our client to support a planning application for the erection of a carport to the front of 120 Bouverie Avenue South, SP2 8EA.

1.2 The purpose of this Statement is to describe the relevant site context and surrounding area together with the details of the proposal. It also outlines the planning policy context and provides an assessment of those policies that apply to the scheme.

2. SITE DESCRIPTION

2.1 The application site, No. 120, is a large, detached dwelling fronting Bouverie Avenue South (BAS). The tree lined road is characterised by substantial detached dwellings which are set back from the road in large, landscaped grounds and of which many have been extended over time. The application site is one of the largest plots in the surrounding area (see figure 1).

2.2 In regard to the constraints, the application site does not lie within a conservation area and there are no surrounding listed buildings. The dwelling sits within a sustainable location at the edge of Salisbury's settlement boundary and is within flood zone 1 which means that there is a low probability of flooding.

2.3 In terms of the character of the area, the site is surrounded by detached residential properties on all sides. The distribution of lime trees along Bouverie Avenue and Bouverie Avenue South contributes to the character of the area.

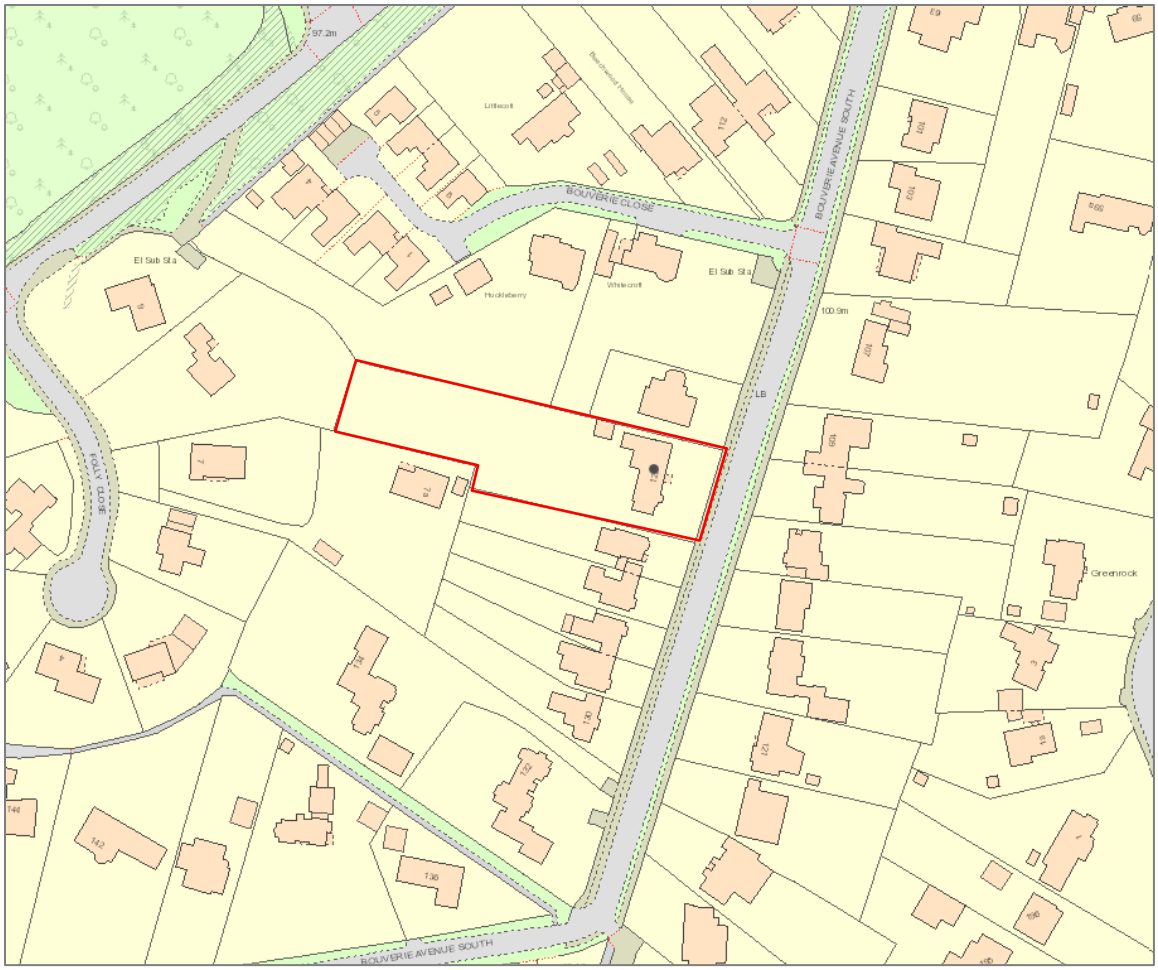

Figure 1 - Location plan

3. PLANNING HISTORY

3.1 The application site does have recent planning history.

PL/2023/07248 - HOUSEHOLDER PLANNING PERMISSION

3.2 This application was for a two storey side extension to the dwelling and was approved with conditions on the 12th October 2023.

3.3 The material considerations used to determine the application were the principle of development, character and design and neighbouring amenities.

3.4 The Officer concluded that the proposal would be of an acceptable overall scale and would result in limited implications for the character of the street scene. It was also considered that the proposal would be unlikely to have a significant impact on the amenities enjoyed by the occupiers of neighbouring properties.

PL/2023/07099 - PRIOR APPROVAL PART 1 CLASS A.1 (EA)

3.5 Prior approval was requested for a single-storey rear extension, with a rear projection of 5.87 metres, with eaves height of 3.13 metres and maximum height of 0.5 metres.

3.6 It was determined that prior approval was not needed on the 14th September 2023.

4. SURROUNDING APPLICATIONS

4.1 There is relevant planning history in the surrounding area.

PL/2021/09793 - HOUSEHOLDER PLANNING PERMISSION

4.2 An application for a carport at 115 Bouverie Avenue South (PL/2021/09793) was granted planning permission in January 2021. Planning permission was approved with conditions which stated that the development needs to be carried out in accordance with the approved plans, and the materials to be used in the construction of the carport and surfacing had to be:

- Pea Single surfacing (other than first 3m adjacent access as shown on plans - non migratory material)
- Timber supports/frame (Douglas Fir)
- Roof - clay plain tiles matching the existing house

4.3 As an identical application has been approved by Wiltshire Council five doors north from the application site (No.115 BAS), and as this was executed to a very high standard with high quality design (see figure 8 and 9), it can be considered that there are no concerns with the principle of development.

5. THE PROPOSAL

5.1 The application seeks to erect a carport to the front of the dwelling which can store two vehicles. The carport will be located to the west of the dwelling. Such proposal will also be complemented with the planting of hedge between at the front of No.120 which will help to sensitively integrate the carport within the residential streetscene and ensure that residential amenity is not adversely impacted (see figure 2).

5.2 As the construction is an open structure with a roof sat upon wooden posts, the front elevation of 120 Bouverie Avenue South would not experience any loss of light, overbearingness nor overshadowing and would not harm the residential amenities of the neighbouring occupiers.

5.3 The car port will have a Douglas fir timber frame with clay plain tiles to match the roof of the dwelling and will sit on the existing patio slap driveway.

5.4 Precast concrete foundation pads will be used to support the structural framework of the carport and help to evenly distribute the weight of the structure.

5.5 The height of the carport would be subservient to the house on the site. Its sides would be largely open, with four timber posts and weatherboarding only above eaves level. The tiles of its shallow pitched roof would match those of the house, and, judging by the appearance of the house's roof, weathering and the establishment of lichen are likely to further mellow the roof's appearance over time.

5.6 The above together amount to assimilating factors which, combined with the separation distance between the house and carport, would preserve the locality's sense of spaciousness and would result in the carport having a relatively modest architectural presence that would blend in with the residential context.

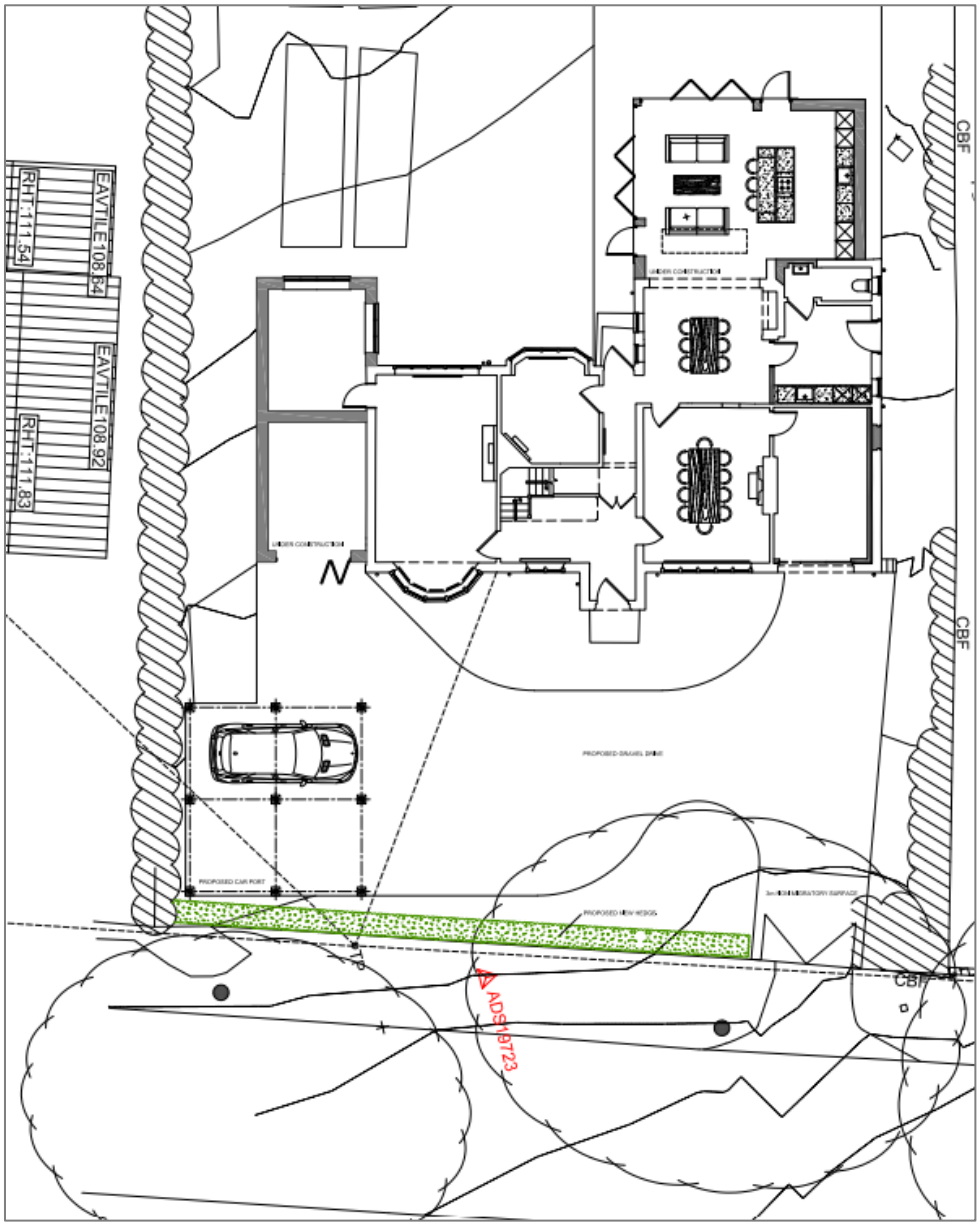

Figure 2 - Proposed site layout



Figure 3 - Application site

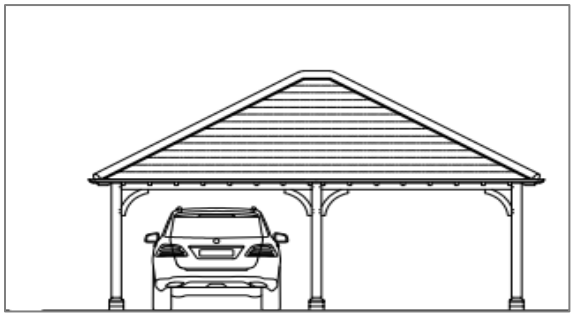

Figure 4 - North elevation

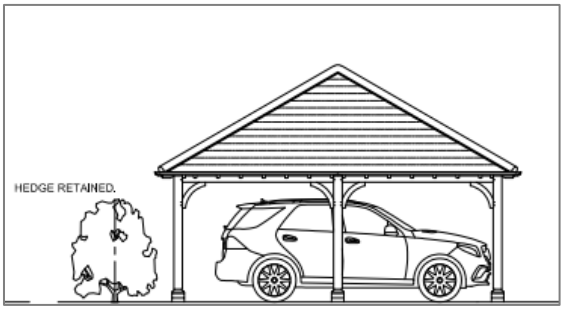

Figure 5 - East elevation

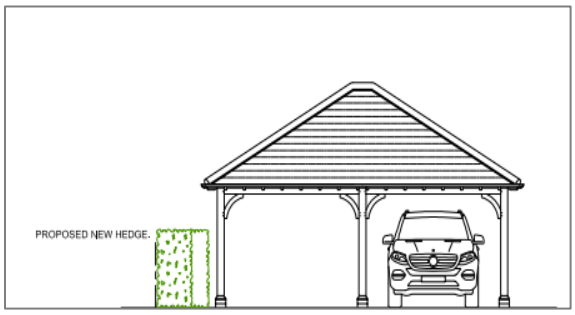

Figure 6 - South elevation

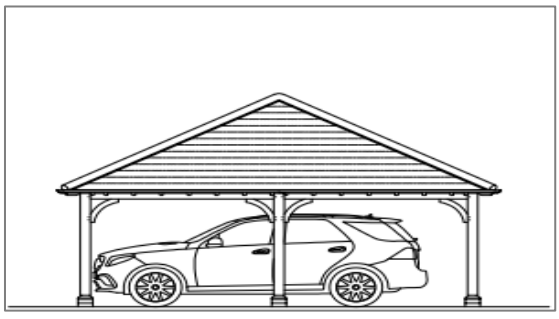

Figure 7 - West elevation

6. PLANNING CONSIDERATIONS

PRINCIPLE OF DEVELOPMENT

6.1 Core Policy 1 of the Wiltshire Core Strategy identifies Salisbury as one of Wiltshire's Principal Settlements which are "*strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres. They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment".*

6.2 Core Policy 2 sets out the 'Delivery Strategy'. It identifies the scale of growth appropriate within each settlement tier, which states that *"within the limits of development, as defined on the policies map, there is a presumption in favour of sustainable development at the Principal Settlements".* It can therefore be considered that development is allowed in this location subject to other material considerations.

6.3 Given that the proposed design and materials are identical to application (PL/2021/09793) which has been approved in the surrounding area, this Planning Statement demonstrates that there would not be any harm arising from the proposed erection of the carport that would significantly and demonstrably outweigh the benefits.

IMPACT UPON THE CHARACTER AND APPEARANCE OF THE AREA AND LANDSCAPE

6.4 Though the proposed carport would be located at the front of the property, its impact would be localised due to the distance of the proposal from the main road. The proposal would not materially impact the openness and spacious layout of the plot due to its small scale in comparison with the dwelling and houses in the surrounding area.

6.5 Core Policy 57 states that "a high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings". The policy further notes that development should respond "positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, building line, plot size, elevational design, materials, streetscape and rooflines to effectively integrate the building into its setting".

6.6 This mirrors Paragraph 124 of the NPPF, which states that “the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

6.7 The proposal seeks to erect a carport at the front of the dwelling. The large plot and spaciousness of the driveway allows for the high-quality design to have a modest architectural presence which not only blends in but complements the residential context and character of the area.

6.8 As noted, the carport at No.115 BAS has been executed to a very high standard in terms of design and thus responds “positively to the existing townscape and landscape”, overall, demonstrating how the proposal will also effectively integrate into the setting of Bouverie Avenue South.



Figure 4 - 115 Bouverie Avenue South existing carport (PL/2021/09793)



Figure 5 - 115 Bouverie Avenue South existing carport (PL/2021/09793)

IMPACT UPON TREES

6.9 Pollarding is a routine tree management carried out by arboriculturists which happens typically in non-woodland settings to ensure trees are healthy and of proportionate size to their surroundings. Bouverie Avenue South is lined with common lime trees.

6.10 This technique of extreme pruning is important to prevent trees from obstructing or encroaching over homes, parked vehicles, phone lines and electricity cables. Despite the recent evidence of pollarding to the south west of Bouverie Avenue South, the carport will add another form of protection to the occupier's parked vehicles and will help to reduce maintenance costs for the vehicle. This will increase the likelihood that the lime trees, of which define the avenue, will live longer due to there being less pressure to remove them.

6.11 As mentioned, the carport will sit on precast concrete foundation pads which are used to support the structural frame. As these pad foundations are placed over a lean concrete layer, the erection of the carport will require limited to no digging. Whilst the carport will be located within the root

protection area, the implementation of such foundation measure ensures that the roots of the tree will not be adversely impacted by the development.

6.12 The proposal therefore accords with saved policy NE14 and Core Policy 57 by retaining and enhancing **"existing important landscaping and natural features** (e.g trees, hedges, banks and watercourses), in order to take opportunities to enhance biodiversity, create wildlife and recreational corridors, and **effectively integrate the development into its setting".**



Figure 6 -Trees on Bouverie Avenue South with the potential to obstruct or encroach over parked vehicles



Figure 7 - Tree immediately outside of No. 120 BAS



Figure 8 -Trees lining Bouverie Avenue South

IMPACT UPON RESIDENTIAL AMENITY

6.13 Core Policy 57 also states that new development should have regard “to the compatibility of adjoining buildings and uses, the impact on the amenities of existing occupants, and ensuring that appropriate levels of amenity are achievable within the development itself, including the consideration of privacy, overshadowing, vibration, and pollution (e.g. light intrusion, noise, smoke, fumes, effluent, waste or litter)”.

6.14 No.122 is a two-story red brick home situated at a similar distance set back from the road as No. 120.

6.15 The proposed carport would sit in the front curtilage close to the northern boundary adjacent to No.122. As the height of the carport would be subservient to the house and largely open, with there also being sufficient separation distance between both No.120 and No.122, it can be considered the proposal will not adversely cause any loss of light, overbearingness nor overshadowing to the front elevation of both properties.

6.16 When the proposed hedge planting reaches a sufficient height, it is anticipated that the carport will be more concealed from the view of the road and adjacent dwellings, further enhancing the proposal's ability to effectively integrate into its surroundings.

6.17 Overall, in light of the above, it is concluded that the development proposed would avoid any unacceptable impacts upon the residential amenity of neighbouring properties and would accord with Core Policy 57 of the Wiltshire Core Strategy.

HIGHWAYS

6.18 The distance between the carport and the road will be slightly less than ten metres.

6.19 The proposal would not change the current access, and the space in front of the house for car parking will remain the same but will now include a carport which is of a high-quality design. The availability of on-site parking will not be removed.

6.20 It can therefore be considered that there will be no harm to highway safety.

7. CONCLUSION

7.1 The application seeks full planning permission for the erection of a carport to the front of 120 Bouverie Avenue South.

7.2 This Planning Statement has sought to demonstrate how the proposal complies with relevant national and local planning policies.

7.3 Considering that a carport located five doors north of No. 120 was granted permission from Wiltshire Council (PL/2021/09793) and that this proposal will be identical to it in terms of design and materials, it can be concluded that the proposal would be of an acceptable overall scale and would result in limited implications for the character of the existing property or street scene.

7.4 Additionally, with the application site also being a larger plot than the one already approved at No.115 BAS, with greater driveway spaciousness which ensures that there will be no adverse impacts to the amenity of neighbouring properties, the proposed high-quality design will have a modest architectural presence which not only blends in, but complements the residential context and character of the area and thus accords with Core Policy 57 and the NPPF.

7.5 Though the avenue is characterised by the lined trees, the fact that the carport will sit on precast concrete foundation pads means that there is limited to no digging required for the erection of the structure and thus means that the root protection area for the tree immediately outside of No.120 will not be compromised.

7.6 Owing to the above and in the absence of any clear demonstrable impact that would outweigh the benefits, the balance lies in favour of the proposal meaning planning permission should be granted.