

ATLAS

PLANNING GROUP

PLANNING STATEMENT

50 Bouverie Avenue

Salisbury

SP2 8DX

November 2025

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SITE DESCRIPTION

- 1.1 This Statement has been produced by Atlas Planning Group in support of an application seeking full planning permission to erect a detached 4-bedroom dwelling adjacent to 50 Bouverie Avenue, Salisbury, SP2 8DX.
- 1.2 The Statement will assess the development proposal in the context of adopted national and local planning policy, found within the National Planning Policy Framework, the Wiltshire Core Strategy and the saved policies of the Salisbury District Local Plan.

INTRODUCTION

- 2.1 The site, which measures approximately 350m², is in an established residential area in East Harnham, Salisbury. The site forms part of the existing residential curtilage associated with 50 Bouverie Avenue, which is located immediately to the east of the site boundary.
- 2.2 The site is bounded by residential properties (50 and 52 Bouverie Avenue) on its east and west. To its north, the site is bounded by trees, and beyond that the rear garden of 17 Godley Road, and to the south lies Bouverie Avenue itself.



Figure 1: Aerial view of the site

- 2.3 East Harnham is an established residential location and suburb of Salisbury with a wide variety of services and amenities within an easy walking distance, including convenience stores, primary and secondary schools, doctor's surgeries and green spaces. Salisbury City Centre is situated a 25-minute walk away from the site, and can also be reached by frequent bus services from Harnham Junction bus stop.
- 2.4 The site is located within Flood Zone 1, where there is the lowest risk of flooding. It is also not at risk of surface water flooding.



Figure 2: Existing site photograph

RELEVANT PLANNING HISTORY

3.1 The planning application for the site is limited to the recent application below.

APPLICATION REFERENCE NUMBER: PL/2024/06368

3.2 In July 2024, an application was submitted for the erection of a three-bedroom property with associated landscaping and works at the site.

3.3 This application was approved in October 2024 and the permission for that development remains extant, and is a valid fallback position that must be taken into account when determining this application.



Figure 3: Elevations of the extant scheme

3.4 The main change from this proposal in is the interior layout and the addition of two Velux windows to the roof to enable habitation of the second floor and the provision of an extra parking space.

THE PROPOSAL

- 4.1 The proposed development comprises the erection of a 4-bedroom detached dwellinghouse (Class C3) to the east side of 50 Bouverie Avenue, within the residential curtilage of that property.
- 4.2 As mentioned, this application follows the earlier granting of permission for the erection of a 3-bedroom dwelling on the same site.

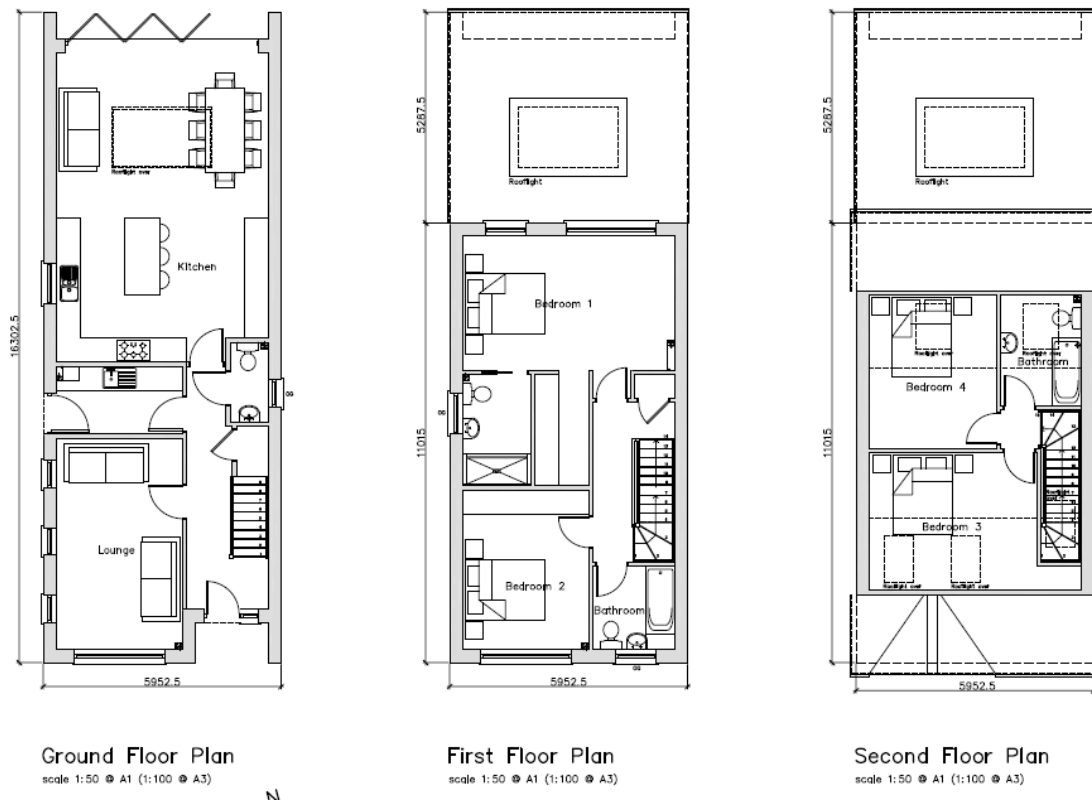


Figure 4: Proposed floor plans of the new dwelling

- 4.3 A Court of Appeal judgement¹ clarifies the principle that, in considering proposals for new development, decision-makers should have regard to the fallback position of lawful development which has a real prospect of taking place in the alternative. The fallback position in this case has a very real prospect of taking place, so this fallback position should therefore be afforded significant weight in the evaluation of this proposal. Furthermore, as the remainder of this Statement will demonstrate, there is no adverse harm over and above the extant scheme that could warrant refusal.

¹ Michael Mansell v Tonbridge and Malling Borough Council [2017] EWCA Civ 1314

PLANNING CONSIDERATIONS

- 5.1 The Wiltshire Core Strategy (WCS) (2015) is the Council's primary Development Plan Document (DPD), and the starting point for determining planning decisions within Wiltshire, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 5.2 The National Planning Policy Framework (NPPF) (2024) provides a national tier of policy and decision-making guidance for the planning system and forms a material consideration for all planning decisions.
- 5.3 The policies and guidance contained within the statutory DPD and all other relevant material considerations have been consulted to ensure that the proposed dwelling is an appropriate form of development for the area.

PRINCIPLE OF DEVELOPMENT

- 5.4 Policies CP1 of the WCS identifies a settlement hierarchy within the county, and classifies Salisbury as a Principal Settlement. CP2 of the WCS sets out the council's preferred locational framework for development, and aims to direct development towards the most sustainable locations such as Principal Settlements.
- 5.5 The site is located within the settlement boundary of Salisbury in an extremely sustainable location. The site is located within a short walking distance of a wide variety of local services (see Figure 5) and is 25 minutes' walk from Salisbury City Centre.



Figure 5: Map showing the amenities located in the vicinity of the site.

- 5.6 Wiltshire is currently unable to demonstrate a 5-year housing land supply (HLS), with the council's most recent HLS statement, published in June 2025, calculating that they have a 2.42 year HLS. This is a significant shortfall, and strengthens the benefit associated with providing housing here.
- 5.7 Furthermore, the Officer Report associated with the extant permission (application reference: PL/2024/06368) establishes the principle of development at this site. The Officer noted that *"the proposal for a new dwelling within the principal settlement of Salisbury can therefore be considered acceptable in principle under the NPPF 2023 and the adopted WCS"*.

IMPACT UPON THE CHARACTER & APPEARANCE OF THE AREA

- 5.8 Core Policy 57 of the Wiltshire Council Core Strategy 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"*.
- 5.9 Paragraph 131 of the NPPF further states that: *"The creation of high-quality, beautiful and sustainable 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"*.
- 5.10 The existing built environment on Bouverie Avenue is varied. The street is home to detached, semi-detached and terraced houses in modern, Victorian and Edwardian styles with brick, plaster and pebbledash elevations, amongst others. The Officer report for the extant permission (reference number: PL/2024/06368) described the architecture of the street as follows:
- "The design, height, massing, colour and materials of existing dwellings in Bouverie Avenue are generally mixed, including semi-detached with pebbledash, curved or rectangular bay windows, detached with plain painted render or brick terraces and modern detached units with pitched roof detailing"*.
- 5.11 Given this diversity, a new modern dwelling would not appear out of place or disrupt the existing appearance of Bouverie Avenue. As noted by the Officer in their report for the extant permission:
- "There is no defined character or appearance of individual dwellings which the application should adhere to, and the traditional styling and materials of the proposed detached unit would not appear incongruous, cramped or out of character in the streetscene"*.

- 5.12 The design of the dwelling with extant permission was considered acceptable by the Officer for that application, and the only real difference between that proposal and this one is the addition of Velux windows on the roof. Street-facing Velux windows are common on Bouverie Avenue, including in properties around and directly opposite the site in question. This change would therefore not adversely impact the character of the street in any way.



Figure 6: Existing Velux windows on Bouverie Avenue. These dwellings are located directly opposite the site.

- 5.13 Given the above, the proposed development complies with CP57 of the WCS.

IMPACT UPON RESIDENTIAL AMENITY

- 5.14 Core Policy 57 of the WCS states that 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)*”. Paragraph 135 of the NPPF also requires development to provide a high standard of amenity for existing and future users.
- 5.15 The nearest neighbours to the proposed development are the existing dwellinghouse itself, 50 Bouverie Avenue, along with 52 Bouverie Avenue to the site’s east. The expected adverse impact of the development with regards to overlooking and overshadowing of these properties is expected to be extremely minimal.
- 5.16 As in the fallback position, the proposed development has a number of windows on its west elevation, but these face the blank wall of 52 Bouverie Avenue, this will not cause any overlooking concerns. 50 Bouverie Avenue does have windows which face the proposed dwelling, but the only windows on the east elevation of the new house illuminate a stairwell and a bathroom, and therefore represent only very minor overlooking concerns.

- 5.17 The shape and massing of the house is identical to the fallback position, which the Officer described in their report as *“acceptable in terms of its design and impact on neighbouring amenities”*.
- 5.18 The only change from the fallback position which could theoretically affect the amenity of neighbouring properties is the installation of new front and rear-facing Velux windows in the roof. However, this change is not expected to have an unacceptable effect on the overlooking of the neighbouring properties given the relatively dense suburban nature of the street. The property which adjoins 52 Bouverie Street on its other side already has a Velux window of a similar nature to those proposed for this new dwelling installed, demonstrating that the principle of such windows at this site is acceptable.
- 5.19 The proposed development’s impact on residential amenity will therefore be almost identical to that of the fallback position, which was considered acceptable by the case officer. The proposal therefore accords with Core Policy 57 in this regard.

HIGHWAYS IMPACT

- 5.20 NPPF Paragraph 116 states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”*.
- 5.21 Core Policy 61 of the WCS states that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.
- 5.22 As described in the ‘Principle of Development’ section, the site is located within walking distance of a wide variety of local amenities and Salisbury City Centre, meaning that private vehicles may not be required for many of the journeys to and from the new dwelling.
- 5.23 The proposed development benefits from three parking spaces in front of the property. Several properties along Bouverie Avenue already have a similar parking setup with dedicated off-street parking spaces in front of the dwellings, so this is not expected to be out of character for the street.
- 5.24 The fallback position proposes only two parking spaces for the development, but as laid out in the Wiltshire Local Transport Plan Car Parking Strategy (2015), new developments with 4 or more bedrooms are expected to provide space for 3 vehicles to park, so a third bay has been proposed.
- 5.25 The Highways Officer who commented on the fallback position noted that they had no objection to the proposal on highways grounds, subject to various technical conditions being imposed with which

the applicant is happy to comply. As this is an identical parking arrangement, save for an extra bay to satisfy the council's parking standards, the impact is expected to be similarly non-objectionable.

5.26 The proposal therefore complies with policy CP61 of the WCS.

ECOLOGY

5.27 The site lies within the catchment of the River Avon Special Area of Conservation (SAC). SACs are protected under The Conservation of Habitats and Species (Amendment) Regulations 2019. These are a network of sites designated for supporting habitats or species of high nature conservation importance in a European context. Any activity that has a detrimental effect on these European sites is made an offence under the regulations.

5.28 As this site falls within the catchment of the River Avon SAC, the proposal has the potential to cause adverse effects alone or in combination with other developments through the discharge of phosphorus in wastewater. A phosphate calculation accompanies this application.

5.29 The Council's nutrient strategy was approved by Cabinet in February 2024, and this now offers a pathway for planned development to achieve phosphorus neutrality within the catchment area. As the site does not offer the potential for on-site mitigation, the development will offset its phosphorus effluent through a strategic nutrient offset credit scheme.

5.30 In accordance with Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021), most new developments are required to demonstrate a biodiversity net gain (BNG) of at least 10%. Accordingly, Pro Vision have provided a BNG assessment which confirms that the credits will be purchased from a habitat bank to achieve the 10% gain.

PLANNING BALANCE & CONCLUSIONS

6.1 This Statement supports an application seeking full planning permission to erect a detached 4-bedroom dwelling adjacent to 50 Bouverie Avenue.

6.2 As highlighted above, the overall design, scale, layout and massing are appropriate considering the surrounding built development and neighbouring dwellings. The proposal is located in an established residential area with varying styles of architecture. The proposal is very similar in design to the extant scheme which was found to be acceptable by the Planning Officer.

- 6.3 The Statement has also highlighted that there will not be a material impact on the neighbouring dwellings. Indeed, the proposal has been designed to ensure that the development would not result in any loss of amenity. The proposed dwelling is therefore unlikely to cause any adverse impacts relating to loss of light, overlooking or outlook, or be considered overbearing.
- 6.4 New vehicular access arrangements are also proposed, and these are considered to be acceptable. Given that there are multiple examples of similar arrangements in the immediate area, and as the additional number of vehicle movements from the access would not be significant, it is not considered that there will be any adverse impact on highway safety.
- 6.5 The Officer Report for the fallback position established the principle of development at the site and noted that that proposal was acceptable in terms of its impact on highways, residential amenity and the character and appearance of the area.
- 6.6 Given the above, we commend this proposal to you and respectfully request its approval.