

Application Number:	PL/2026/01754
Location:	Land between Long Craggs and Bower House, Church Street, Bowerchalke, Salisbury
Proposal:	Permission in Principle for erection of a single detached dwelling

Introduction

I refer to the above application for Permission in Principle (PiP) received on 18th March 2026.

PiP is limited to assessing the location, land use, and amount of development. These tests determine whether the site is suitable in principle for the proposed use, with technical matters – including access design – reserved for a later Technical Details Consent (TDC) stage.

However, where fundamental constraints indicate that a site cannot realistically achieve a safe or suitable access, such constraints are material to the “location” test and may justify objection at PiP stage.

Proposal

The proposed development would involve the erection of a single dwelling, with access directly from Church Street.

Sustainability

The site is located within the village of Bowerchalke which is defined as a small village and is outside of any defined settlement boundary.

The road fronting the site and providing vehicular access to it is a Class 3 Road known as Church Street which is a narrow lane with no footways or usable verges to provide any pedestrian refuge across the frontage of the site. Church Street is subject to a 30mph speed limit, but there is no street lighting. There is a footway on the west side of the carriageway which commences at a distance of approximately 35 metres north of the application site and located on the western side of the carriageway only. This footway serves a bus stop and shelter and extends for a distance of approximately 235 metres to the north.

The bus stop accommodates the 29 Service by Little Reds which runs between Shaftesbury and Salisbury and generally offers a 90-minute frequency service during the daytime.

There are very limited local facilities offered in the village, with Broad Chalke being the nearest source for convenience goods located some 2 miles from Bowerchalke.

Given the lack of local facilities, the limited sustainable travel opportunities, and the absence of continuous pedestrian infrastructure, the development would result in a heavy reliance on private car use.

This conflicts with Core Policies 60 and 61 and NPPF (Dec 2024) Section 9.

Access

Although the precise access design is a TDC matter, PiP cannot be granted where access constraints are so significant that safe access is unlikely to be achievable.

The site fronts Church Street where:

- There is no footway or verge along the frontage.
- The land sits at a higher level than the carriageway, creating level difference challenges for access formation.
- There is concern that adequate visibility splays cannot be achieved within the available site frontage.
- The site is unlikely to achieve the required <1:15 access gradient, leading to additional hazards to all users.

These issues raise fundamental doubts about whether a safe, policy-compliant access is deliverable in principle, not merely in detail.

Summary and Recommendations

The village of Bowerchalke offers no real local facilities, meaning future occupants would be heavily reliant on the private car. Limited pedestrian facilities, lack of street lighting, and disjointed footway network further undermine access to the nearest bus stops.

The constrained site frontage, level differences, and likely inability to meet gradient or visibility requirements mean that safe access is unlikely to be achievable, even at the TDC stage.

It is therefore recommended that a highway objection is raised for the following reasons:

The site is located outside of the settlement policy boundary, raising concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any occupants and their visitors, and a lack of pedestrian facilities/safe cycling provision. The proposal is therefore contrary to Core Policies 60 and 61 of the Wiltshire Core Strategy and Section 9, paras 109, 110, 115 & 117 of the National Planning Policy Framework December 2024, which aim to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternative in order to promote a sustainable pattern of development.

The proposed development is likely to generate an increase in pedestrian traffic on a highway lacking adequate footways and street lighting with consequent additional hazards to all users of the road.

The site has insufficient frontage to enable an access to be satisfactorily laid out incorporating the necessary visibility splays which are essential in the interests of highway safety.

The site is unlikely to achieve the required less than 1 in 15 gradient at the access and as such is likely to lead to additional hazard and inconvenience to all users of the highway at this location.

Amanda Hall
Highways Development Management Engineer