

PAUL STEVENS ARCHITECTURE LTD



PLANNING STATEMENT

54 LOWER ROAD, SALISBURY



Site Address: 54 Lower Road, Salisbury, Wiltshire, SP2 9NQ

Scheme: Alterations to existing brick boundary wall to align with the interests of the Wiltshire Planning Authority.

Date: 08/09/2026

Job No. 1139C

CONTENTS



03

INTRODUCTION

Introduction	03
--------------	----

04

PLANNING CONTEXT

Past Applications	04
-------------------	----

05

CONTEXT

Previous Existing Boundary Wall	05
Collapsed Fence	07
Current Existing Boundary Wall	08

10

PROPOSAL

Proposed Boundary Wall	10
Arboricultural Recommendation	12
Street Scene Analysis	13

14

MATERIALS

Material Palette	14
------------------	----

15

CONCLUSION

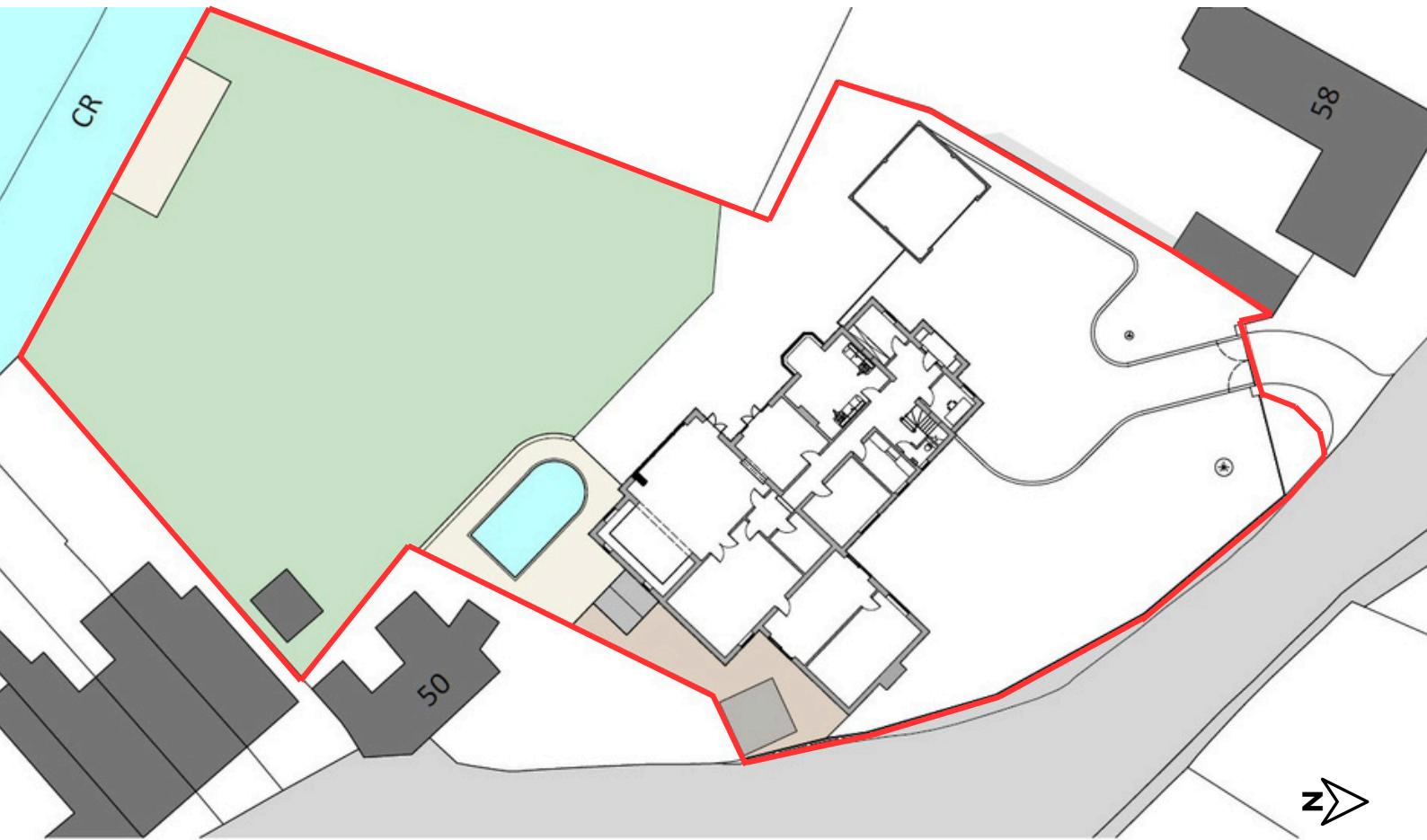
Conclusion	15
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16

APPENDIX

Drawings	16
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AERIAL VIEW OF THE SITE & CONTEXT



INTRODUCTION

This statement accompanies the planning application for alterations to the existing brick boundary wall at 54 Lower Road.

This application is being submitted following a refused retrospective planning application in response to the enforcement notice, reference ENF/2026/00525, relating to the boundary wall, which has already been constructed.

Following this refusal feedback, we have produced an altered boundary wall design to respond to the concerns raised.

PLANNING CONTEXT

PLANNING APPLICATION HISTORY

Planning No: PL/2026/03412
Decision Date: 15/07/2026
Withdrawn by Applicant
Proposal: Replacing the existing brick wall topped with timber fencing along the boundary for a brick wall with piers

Planning No: PL/2026/01414
Decision Date: 05/05/2026
Withdrawn by Applicant
Proposal: Erection of a garage/carport

Planning No: PL/2025/05791
Decision Date: 01/10/2025
Approved with Conditions
Proposal: A two storey side extension

Planning No: PL/2022/01288
Decision Date: 29/04/2022
Approved with Conditions
Proposal: Demolition of existing porch. Erection of new two storey extension to front & single storey extension to side of property

Planning No: 20/01652/FUL
Decision Date: 12/05/2020
Approved
Proposal: Demolition of existing porch. New two and single storey extensions to side and front of property.

Planning No: 17/03082/FUL
Decision Date: 25/05/2017
Approved with Conditions
Proposal: Proposed first floor extension over existing terrace

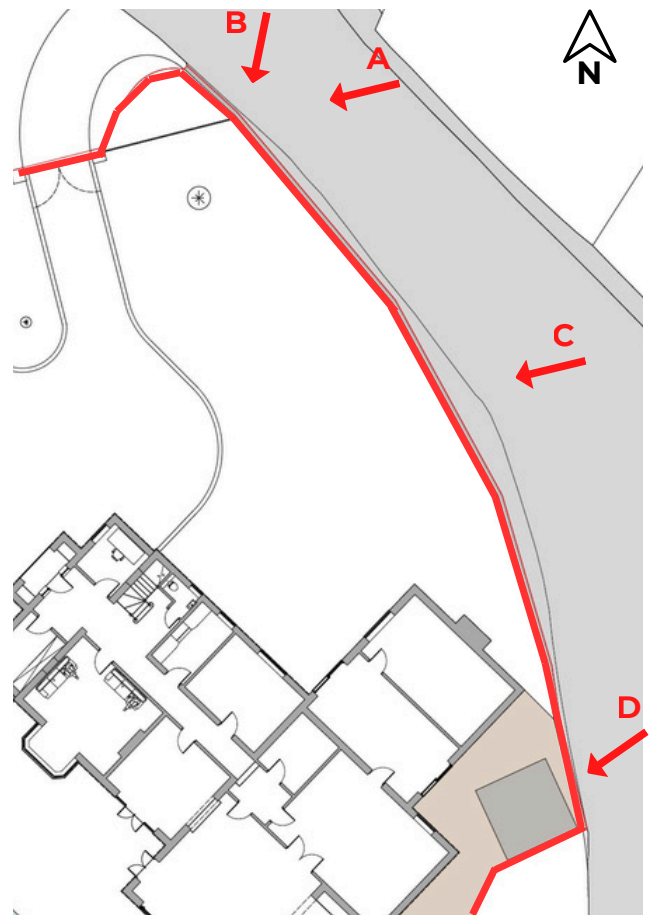
Planning No: 16/07972/FUL
Decision Date: 06/10/2016
Approved with Conditions
Proposal: Rear and side ground floor extensions to accommodate kitchen and dogs room. Lift of existing side extension to make use of loft area. Change balcony metal railings and paving slabs to glass balustrade and composite decking

CONTEXT

PREVIOUS EXISTING BOUNDARY WALL & FENCE

Prior to the works being undertaken, the existing North East boundary consisted of a brick wall varying in height between 900-1115mm, together with a timber garden fence ranging between 1788-1855mm in height. At its highest point, the combined height of the existing boundary treatment was approximately 2970mm.

The timber fence was positioned approximately 250mm behind the front face of the existing brick wall, slightly set back from the width of the 215mm wall itself.



PREVIOUS EXISTING WALL & FENCE
LOCATIONS



PREVIOUS EXISTING WALL AND FENCE VIEW A



PREVIOUS EXISTING WALL AND FENCE VIEW B



PREVIOUS EXISTING WALL AND FENCE VIEW C



PREVIOUS EXISTING WALL AND FENCE VIEW D

The replacement of the existing wall and fence became necessary following the collapse of a section of the boundary wall and fencing near the site entrance during high winds. This has been the second time the fence had blown into the road, the first time being in 2019. In addition, significant movement cracking was evident along the remaining sections of the north-east boundary wall, raising concerns regarding its structural stability and the potential for further collapse.



PREVIOUS EXISTING FENCE COLLAPSE



PREVIOUS EXISTING FENCE COLLAPSE AND ROAD CONTEXT

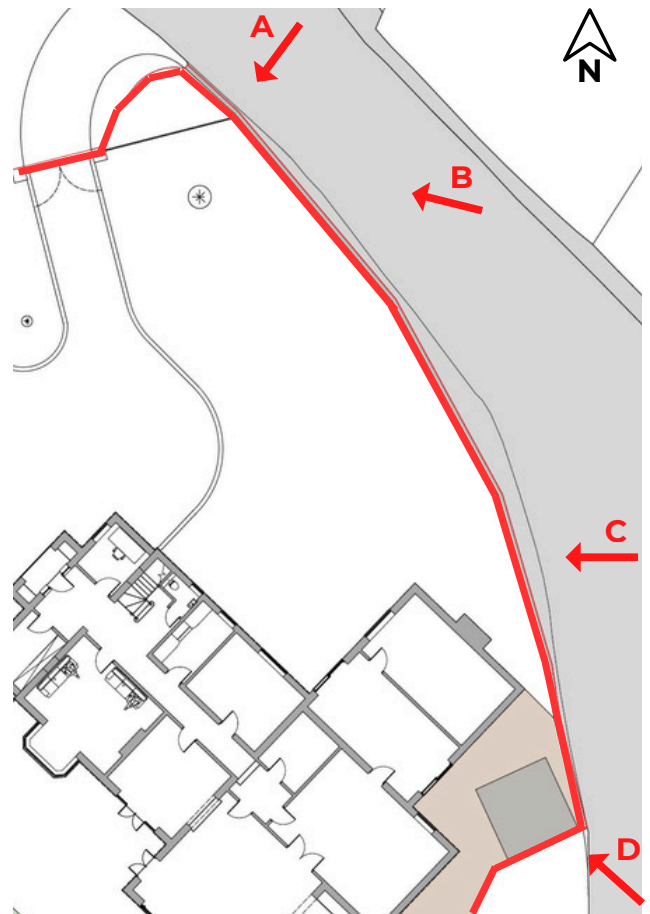
CURRENT EXISTING BOUNDARY WALL

The previous existing wall and fence were replaced in full with a new red brick wall as a matter of urgency in the interests of safety and to prevent any further structural failure. This requirement for replacement is further justified following a building survey which states:

"The low level brick boundary wall adjacent to the road at the front of the property is reasonably sound but there is evidence of some localised cracking and deterioration to brickwork which has primarily been caused by constant splashing of rainwater from the road and root damage from the nearby trees/vegetation. The timber boarded fencing along this boundary is also in poor condition. The front boundary wall in particular will require some future repair and possible localised re-building and solicitors should therefore be requested to confirm the extent of your liabilities for upkeep and maintenance of the boundaries."

- Stephen Linard, Building Survey 17/09/2013

This existing north-east boundary wall currently ranges in height on the road side from approximately 2,755mm to 3,375mm. At its highest point, it stands around 405mm taller than the previous boundary treatment. This replacement wall required a retrospective planning application, which was subsequently refused due to concerns relating to its height and overall appearance, as well as uncertainty regarding its potential impact on the adjacent tree.



CURRENT EXISTING WALL VIEWS LOCATIONS



CURRENT EXISTING WALL AND FENCE VIEW A



CURRENT EXISTING WALL VIEW B



CURRENT EXISTING WALL VIEW C



CURRENT EXISTING WALL VIEW D

PROPOSAL

PROPOSED BOUNDARY WALL & FENCE

The proposal has been developed in direct response to concerns regarding the height and appearance of the existing brick boundary wall. The scheme introduces a reduction in wall height together with material changes to soften its visual impact. The brick piers and cap stones are designed to align with the former wooden fence line, resulting in more than half of the existing brick wall being lowered in height. This adjustment is intended to ensure the wall appears less dominant when viewed from the road.

The comments from the previous application, which was refused, has been taken into account.

We are aware that this proposal does not follow the exact guidance for a wooden fence, but we are suggesting wooden fence panels inbetween the brick piers. If we put back the fence panels behind the brick retaining wall as the previous boundary treatment, the fence will be at risk of being blown into the road again. To prevent this, we propose building timber panels infront of the brick panels. This will give a ridged structure and improve the Highway Safety significantly.

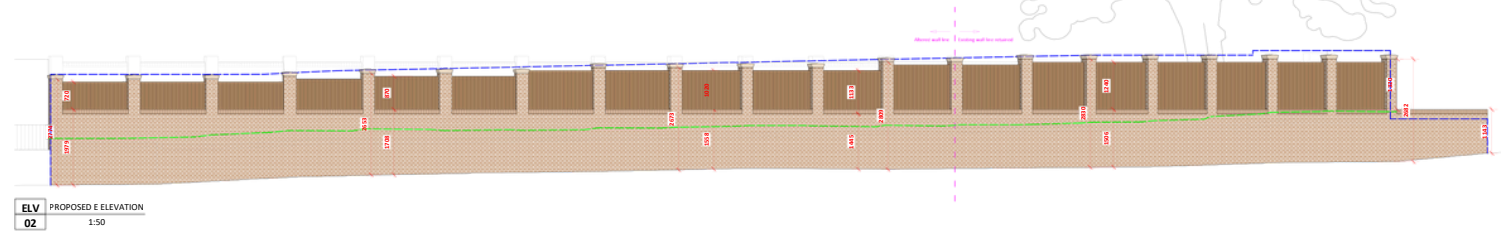
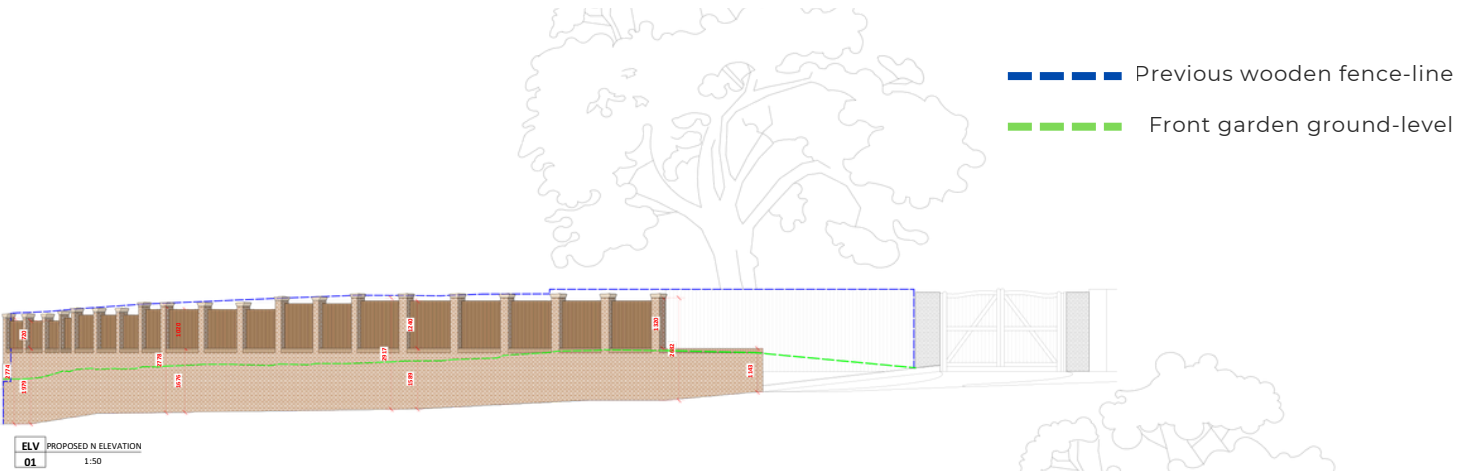
The suggestion of building a wall or fence behind the retaining wall was not viable , certainly in the first third of the wall from the drive, this was because:

- a) it is liable to be blown in the road
- b) of the recommendation of the arbocultural statement limits the provision of foundations

In addition to the height reduction, timber fencing will be added between the brick piers, providing a boundary treatment more closely aligned with the property's previous arrangement. With regard to the brick retaining wall, which is proposed to remain unchanged, a street-scene analysis has been prepared demonstrating the presence of similar brick roadside boundary treatments along Lower Road, offering clear justification for its appropriate inclusion within the local streetscape.



PROPOSED WALL & FENCE LOCATIONS



PROPOSED WALL AND FENCE

ARBORICULTURAL RECOMMENDATION

Following the refusal of the previous retrospective planning application, the enforcement team recommended that a solution would be to “install a fence of up to 2m on the land behind (not on top of the wall)” or erect “a wall on the land behind, rather than a fence”.

We are aware that our proposal does not follow this guidance as the proposed wooden fencing will be an infill between the piers, in front and above the existing brick wall rather than erected behind on the ground of the front garden. Our justification for this alternative approach is based on the recommendations set out within the Arboricultural Statement, which states:

“It is my understanding that Gary Scutt may be required to dismantle the new wall to the original (lower) height and reapply for a new wall but built using a new foundation that is set back from the existing wall's position and closer to the tree. I have concerns that compliance with this requirement would cause greater harm to the tree than has resulted from the works already carried out, for the following reasons:

1. Demolition and reconstruction would require an excavation, directly within the edge of the tree's Root Protection Area (RPA), which would easily cause significantly greater harm than any root disturbance that has already been carried out. It is accepted that a low-impact foundation (pile and beam) could be used, but this would not only be a significant expense but would also involve further root disturbance that could otherwise be eliminated by retaining the wall as is.

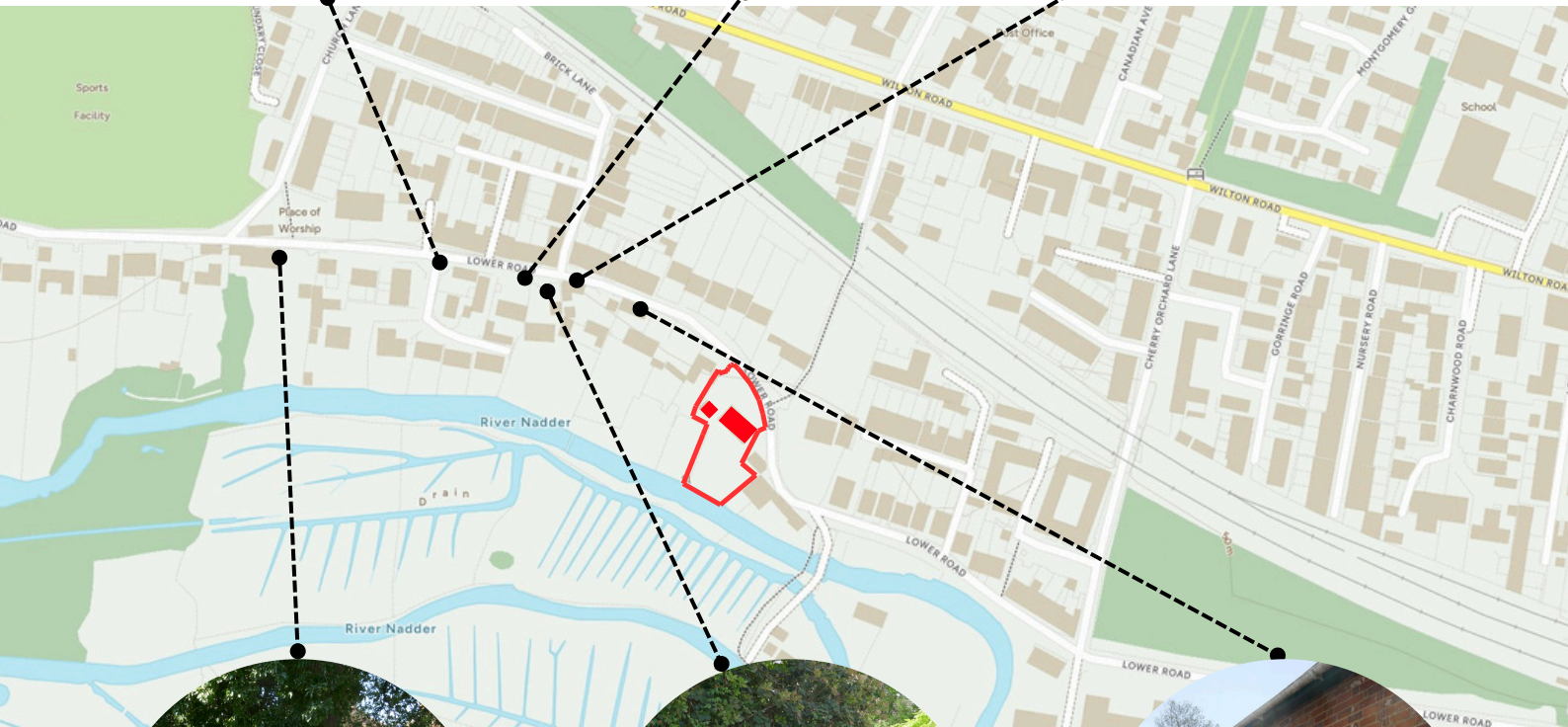
2. The net effect of the suggested new foundation would cause two separate episodes of root disturbance rather than one, with the second being closer to the tree.

On this basis, I consider the suggestion of constructing a new partially separate wall inside the existing one to cause greater harm to the protected tree than allowing the wall to remain as existing. This point is fundamental to my assessment, and I would ask that it be given weight in any reconsideration of the requirement.”



WALL AND TREE VIEW FROM INSIDE THE SITE
BOUNDARY

LOWER ROAD STREET SCENE ANALYSIS - BRICK BOUNDARY WALLS



MATERIALS

MATERIAL PALETTE



BRICK LOWER WALL



WOODEN FENCE INFILL



PIER CAPS



MATERIAL VISUALISATION

CONCLUSION

Overall, the revised proposal responds directly to the concerns raised by Wiltshire Council by reducing the height and visual prominence of the existing boundary wall and reintroducing timber infill to reflect the character of the former boundary treatment. The proposed arrangement provides a robust and safe roadside boundary while avoiding unnecessary demolition and further ground disturbance within the Root Protection Area of the adjacent tree. Together with the established presence of similar brick boundary treatments along Lower Road, the proposal is considered to provide an appropriate, proportionate and sympathetic solution that addresses the previous reasons for refusal whilst responding to the practical and arboricultural constraints of the site.

APPENDIX

DRAWINGS

Location Plan	1139C-01	A1	54 Lower Road, Salisbury
Existing Plans	1139C-02	A1	54 Lower Road, Salisbury
Existing Elevations	1139C-03	A1	54 Lower Road, Salisbury
Proposed Plans	1139C-04	A1	54 Lower Road, Salisbury
Proposed Elevations	1139C-06	A1	54 Lower Road, Salisbury