

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/01103
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	Rosewood, Salt Lane, Winterbourne Gunner, Salisbury, SP4 6LW
DEVELOPMENT DESCRIPTION:	Proposed Single Storey Detached Garage.
RECOMMENDATION:	That Planning Permission be GRANTED

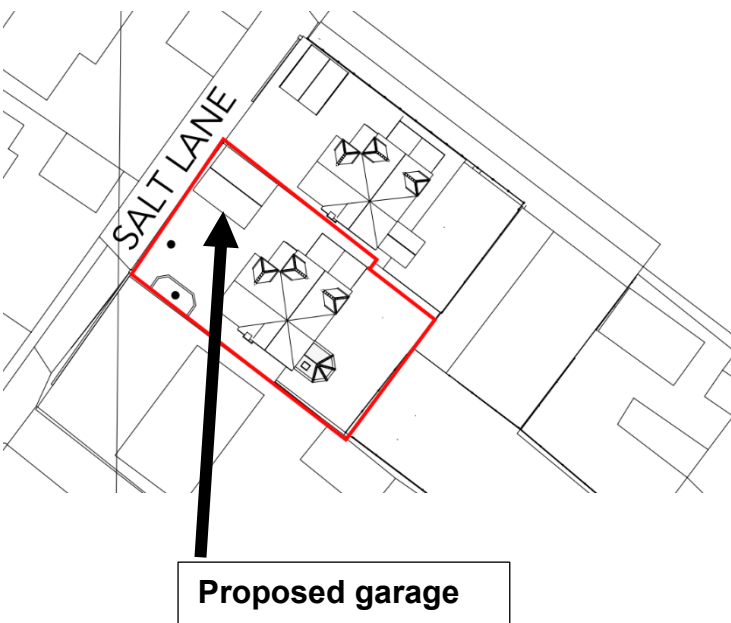
PROPOSAL

The proposal seeks planning permission for a detached garage providing 1 vehicle space, located to the north-west of the existing dwelling known as Rosewood, sited within the existing driveway currently used for on-site parking.

SITE DESCRIPTION/CONTEXT

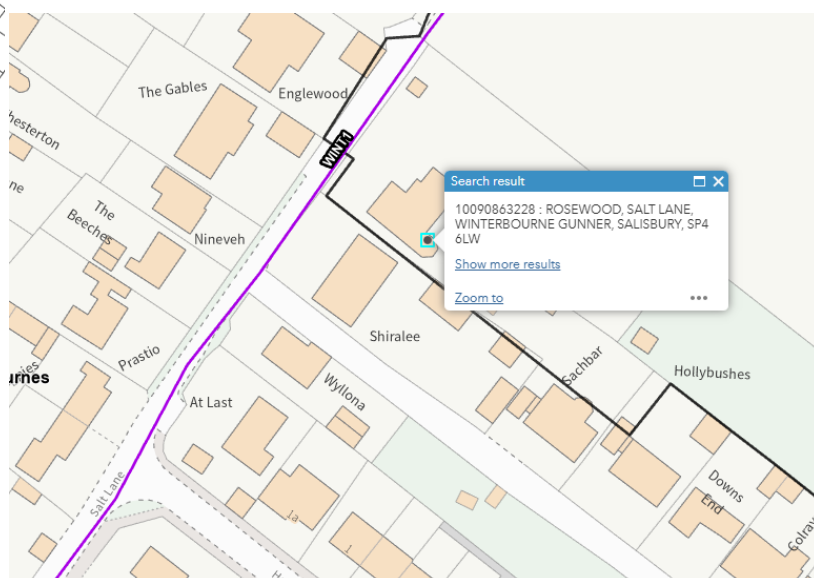
The site comprises a detached 1.5 storey dwelling with a front parking area, granted planning permission under ref. 21/00996/FUL. It is located at the northern end of Salt Lane, which forms part of public right of way WINT1 and is accessed from the Class C Thorneydown Road.

The site lies just outside the defined settlement boundary in the Wiltshire Core Strategy, although it is immediately adjacent to it. The current boundary predates the construction of both Rosewood and the neighbouring dwelling to the north. The site is in the village of Winterbourne Gunner, which forms part of the wider Large Village of The Winterbournes as defined by Core Policies 1, 2 and 4 of the Wiltshire Core Strategy.



ROW shown with purple line

Settlement boundary shown with black line





Approximate location of proposed garage

PLANNING HISTORY

Proposal / Summary
19/11994/FUL - Full planning permission Decision - Approve with Conditions Date: 19/1/2021 – Erection of a new detached dwelling with associated parking and access
21/00996/FUL - Full planning permission Decision - Approve with Conditions Date: 27/4/2021 – Change of use of land to form additional residential curtilage together with the enlargement of previously approved dwelling to include garage (amended site area and design to 19/11994/FUL)
PL/2025/04933 – Approve with Conditions Date: 06/02/2026 - Change of use from Caravan Storage/Agricultural and Construction of a Self-build Residential Dwelling and Garage

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 4: Amesbury
- Core Policy 51: Landscape
- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

Salisbury District Local Plan policies (Saved by Wiltshire Core Strategy) (SDLP):

- C6: Special Landscape Area

The Winterbournes Neighbourhood Plan

The National Planning Policy Framework (NPPF)
The Planning Practice Guidance

National Design Guide

CONSULTATION RESPONSES

Winterbournes Parish Council: No consultation response received.

WC Highways: no objection – a summary of their response is copied below:

‘The proposed relocation of the vehicular access to serve the site and the amendments to the car parking arrangements are considered acceptable. The boundary treatment provides for a 900mm high wall either side of the access opening, which is considered acceptable. It is therefore recommended that no highway objection is raised.’

WC Archaeology: no objection – with the following text received:

‘Thank you for your consultation. There are no archaeological issues that I would wish to raise in this instance.’

Rights of Way team: comment – a summary of the response is copied below:

‘The site would be accessed via public footpath WINT1, which has no recorded public vehicular rights and is limited to pedestrian use. Any vehicular access would require the applicant to demonstrate a private legal right of access, as use without such a right would constitute an offence under Section 34 of the Road Traffic Act 1988, and the grant of planning permission does not confer this right. The Highway Authority maintains the route only to a standard suitable for foot use, and the applicant will be responsible for repairing any damage arising during construction. No construction or demolition traffic should use the route without prior agreement from the Rights of Way Countryside Access Officer, including approval of any necessary safety, mitigation or reinstatement measures, as disturbing the surface without lawful authority is an offence under Section 131A of the Highways Act 1980. The route must remain unobstructed at all times during development, as obstruction constitutes an offence under Section 137 of the Highways Act 1980, with no materials, plant, structures or excavations permitted unless agreed in advance with the Highway Authority.’

REPRESENTATIONS

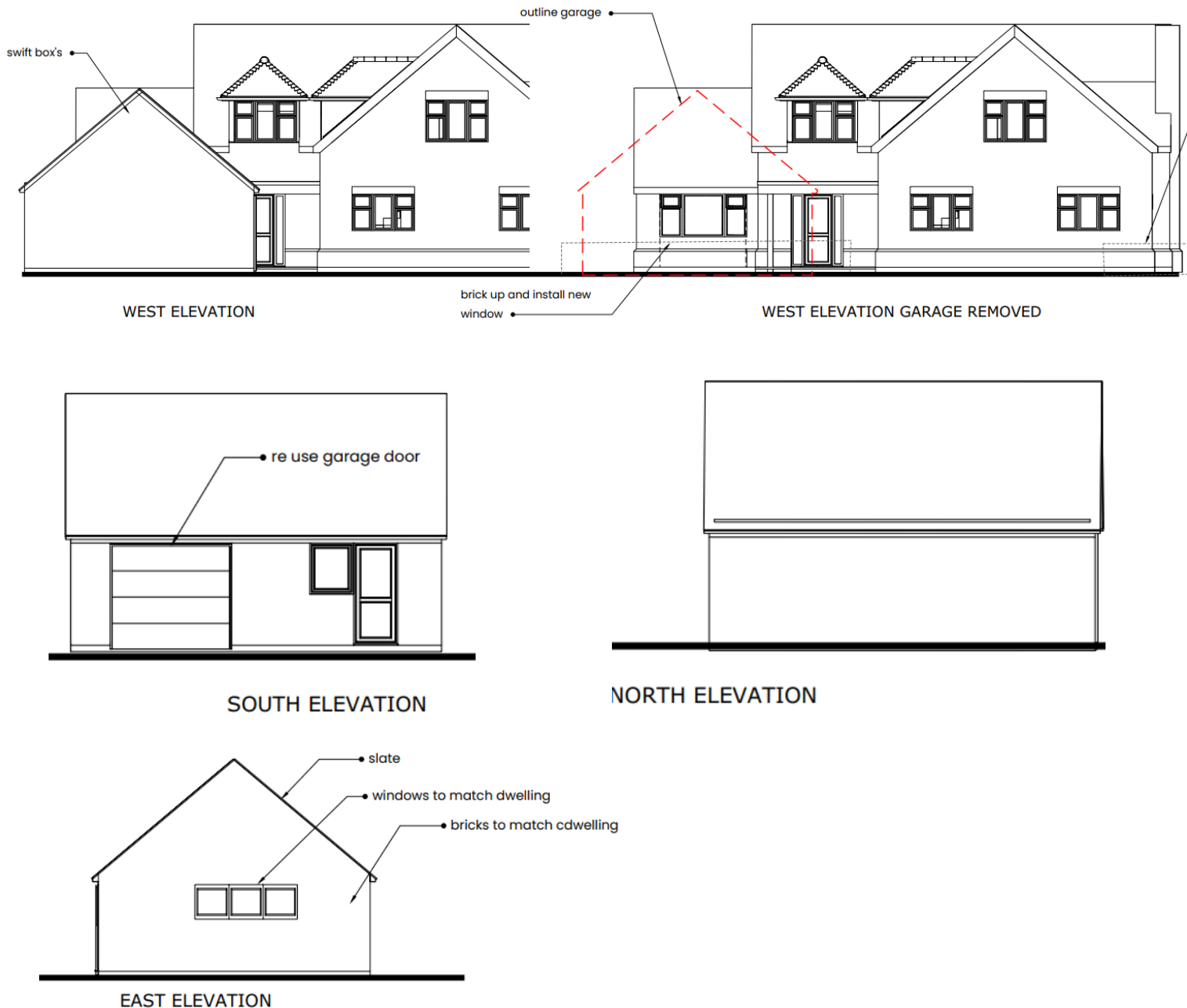
No comments were received.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the adopted Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans.



Design and impact upon the character and context of the area, and Special Landscape Area

Core Policy 57 of the Wiltshire Core Strategy requires new development to achieve a high standard of design that reflects local character and context. In this instance, detached garages positioned forward of the principal front elevation are a recognised feature along Salt Lane, including the approved dwelling immediately to the north and the established group of

dwelling to the north-west of Rosewood. As such, the provision of a garage in this location is not out of keeping with the prevailing pattern of development.

The dwelling has an existing garage on the north elevation of the main dwelling, and the plans show this will no longer be used as a garage following the provision of a new one. Instead, a three-panel window will be inserted in place of the existing garage doors, and the space will be incorporated into the main dwelling as a side extension. The proposed detached garage will reuse the existing garage door.

In terms of scale and form, the building will be single storey with a pitched roof, with a ridge height aligned with the existing garage and remaining below the ridge of the main dwelling. This results in a subservient and non-dominant addition that respects the hierarchy of built form on the site. The use of slate roofing, matching brickwork and fenestration consistent with the main dwelling will ensure a cohesive appearance and reinforce its ancillary character.

Overall, the proposal gives rise to no harm in design terms and will integrate appropriately with both the host dwelling and the wider street scene. The development therefore accords with Core Policy 57 of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.

The site lies within an area covered by Saved Policy C6 of the Salisbury District Local Plan. The proposed development, when considered alongside the existing impact of the main dwelling, would not adversely affect the character or quality of the special landscape because of its scale and positioning and is therefore considered to comply with this policy.

Amenity

Point vii of Core Policy 57 of the Wiltshire Core Strategy seeks to ensure that development does not adversely affect neighbouring properties. The National Planning Policy Framework (NPPF), in particular paragraph 135(f), requires that development provides a high standard of amenity for existing and future users. The proposal has been assessed in terms of its impact on the residential amenity of neighbouring properties, with regard to loss of light, overshadowing, loss of privacy and overbearing effects. No third-party representations were received.

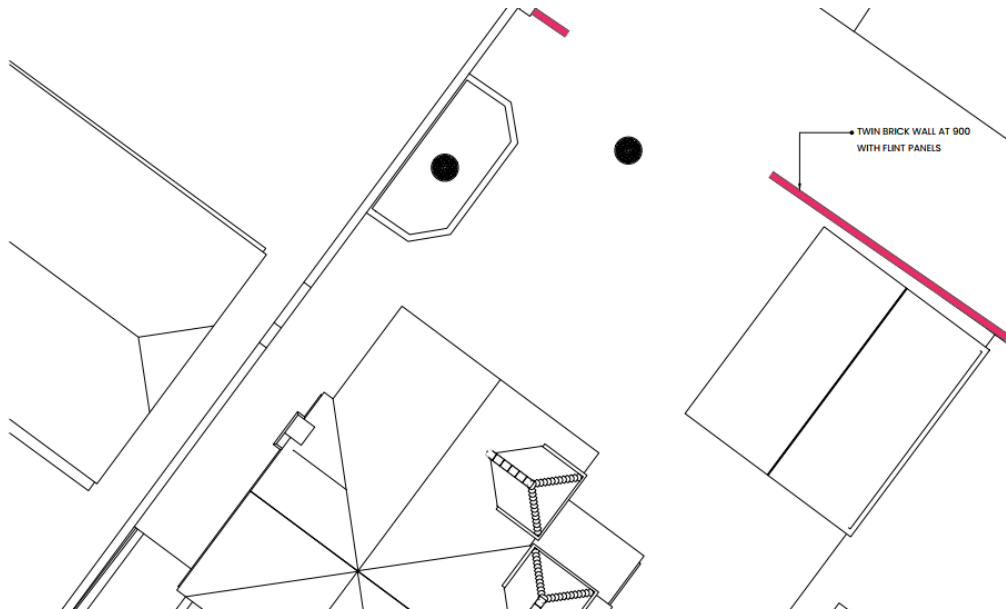
In amenity terms, the primary considerations are the dwelling to the north with extant permission not yet built, and the existing dwellings to the west and south. In respect of the dwellings to the west and south, sufficient separation distance is maintained and, given the single storey nature of the garage, the development will not result in any overbearing impact, overshadowing or loss of light.

With regard to the dwelling to the north, whilst the garage is located close to the boundary, it will not result in an overbearing impact or unacceptable overshadowing. The neighbouring dwelling is set back such that the two buildings do not align directly, and although some limited shadowing may occur towards the end of daylight hours during winter months, this is not considered to give rise to material harm given the single storey scale of the proposal.

In terms of privacy, aside from a door on the south elevation, the only fenestration is on the east elevation facing back towards the main dwelling, comprising three small windows. Given the limited openings on the south elevation of the approved dwelling to the north and the

presence of a first floor north-facing dormer serving Rosewood, no loss of privacy or overlooking will arise.

The proposal therefore complies with Core Policy 57 (vii) of the Wiltshire Core Strategy and Appendix D of the Wiltshire Design Guide.



Highways impact

Core Policy 57 (xiv) of the Wiltshire Core Strategy requires development to meet the requirements of Core Policy 61, which seeks to ensure proposals are capable of being served by a safe and suitable access. Core Policy 64 seeks to ensure compliance with parking standards, while the NPPF (paragraphs 115 and 116) requires that development does not have an unacceptable impact on highway safety and that safe and suitable access is achieved for all users.

The proposal involves the relocation of the existing vehicular access and the reconfiguration of parking arrangements. WC Highways has confirmed that the principle of the revised access and parking layout is acceptable, and that the level of parking provision is appropriate for the scale of development.

Initial comments sought clarification regarding the height of the boundary treatment fronting the site. This has subsequently been addressed through the revised roof plan, which confirms a 900mm high wall either side of the access. WC Highways considers this to provide an acceptable level of visibility and intervisibility, appropriate to the character of Salt Lane.

Having regard to the above, the proposal would not result in any adverse impact on highway safety. Adequate parking and turning provision is provided in accordance with Wiltshire's adopted standards, and the access arrangements are acceptable. The proposal is therefore considered to comply with Core Policies 57 (xiv), 61 and 64 of the Wiltshire Core Strategy, the NPPF and the Wiltshire Local Transport Plan.

Archaeology

The application was considered by the Council's Archaeology Officer, who raised no objection to the proposal, advising that *'there are no archaeological issues that I would wish to raise in this instance.'* The development is therefore acceptable in archaeological terms and no further assessment or mitigation is required.

Rights of Way

The application has been considered by the Rights of Way Officer, who has provided a comment in respect of the relationship between the proposed development and public footpath WINT1. It is noted that the site is accessed via this route, which is recorded as a public footpath with no vehicular rights. The Officer advises that any use of the route by mechanically propelled vehicles would require the applicant to demonstrate a private legal right of vehicular access, and that the grant of planning permission does not convey or override such a right. In the absence of a lawful private right, vehicular use would constitute an offence under Section 34 of the Road Traffic Act 1988. This matter is a private civil issue and falls outside the remit of the planning system.

The Rights of Way Officer also highlights that the Highway Authority maintains the route only to a standard suitable for pedestrian use, and that the applicant would be responsible for repairing any damage arising during construction. Furthermore, the protection of the route during the course of development is an important consideration, with it being an offence under Sections 131A and 137 of the Highways Act 1980 to disturb or obstruct a public right of way without lawful authority.

Having regard to these matters, it is considered that the development would not give rise to unacceptable harm to the public right of way, subject to appropriate safeguards. In this respect, the case officer has included an informative on the decision notice, consistent with the approach taken under the permission for the main dwelling (ref. 21/00996/FUL), which states that no construction or demolition vehicle access may be taken along WINT1 without prior consultation with the Wiltshire Council Countryside Access Officer, and that any necessary safety, mitigation or reinstatement measures must be agreed. The informative further requires that no materials, plant, temporary structures or excavations are placed on or carried out within the route where they would obstruct or adversely affect its use. Subject to this, the proposal is considered acceptable in relation to the public right of way.

Biodiversity Net Gain

Householder planning applications are exempt from the requirement to deliver Biodiversity Net Gain under Schedule 7A, Section 4(2)(a) of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021.

CONCLUSION

The proposed development is considered to be acceptable in terms of its design, scale, and relationship with the surrounding area. It would not result in any unacceptable harm to the character of the locality, the amenities of neighbouring occupiers, or the interests of highway

safety, archaeology or ROW WINT1. The proposal is therefore considered to comply with the relevant policies of the Wiltshire Core Strategy, the Wiltshire Local Plan, and the National Planning Policy Framework. As such, the application is recommended for approval, subject to the conditions set out below.

RECOMMENDATION: That Planning Permission be GRANTED subject to conditions.

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

- Proposed elevations (ref: CB-NE-01-26) – date received: 27/03/2026
- Proposed roof plan showing boundary treatment (ref: CB-TP-01-26) – date received: 27/03/2026
- Location plan (ref: CB-SP-01-26) – date received: 17/02/2026
- Block plan (ref: CB-BP-01-26) - date received: 24/02/2026

REASON: For the avoidance of doubt and in the interests of proper planning

3. Materials to be used in the construction of the development hereby permitted shall be in accordance with the details stated in the approved '*proposed elevations*' (ref: CB-NE-01-26).

REASON: In the interest of the visual amenity and character of the area.

4. The garage hereby permitted shall not be used at any time other than for purposes incidental to the residential use of the main dwelling, known as Rosewood, and it shall remain within the same planning unit as the main dwelling.

REASON: To ensure that the garage hereby permitted remains available for parking and having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, to enable the Local Planning Authority to consider individually whether planning permission should be granted for an alternative use for this building.

Informatives

Rights of Way

No construction / demolition vehicle access may be taken along WINT1 without prior consultation with the Wiltshire Council Countryside Access Officer. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Countryside Access Officer to ensure the public right of way remains available and convenient for public use. No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way whilst development takes place to ensure the public right of way remains available and convenient for public use.