

Application Number:	PL/2026/02654
Location:	Keepers Cottage, 46 Upper Woodford, Salisbury, SP4 6NU
Proposal:	Alteration of existing garage to allow for new garage doors, installation of PV panels and new single storey side extension

[SP4 6NU - Google Maps](#)

Introduction and Proposal

I refer to the above householder planning application for alterations to an existing garage with new garage doors and a single storey side extension, together with the installation of PV panels.

The application proposes alterations and extension to an existing detached garage, including the repositioning of the garage access to enable its use for vehicle parking.

Planning History

PL/2024/00085 Single storey extension to east elevation, changes to front and rear windows, provision of new dormer in roof, internal alterations, changes to landscaping – Refused 28 February 2024

PL/2024/04331 Single storey extension to east elevation and removal of secondary door to west elevation – Approved with conditions 24 June 2024

PL/2024/09655 Single storey rear extension and removal of secondary doors to front and side elevations, omission of large stair window to front elevation and provision of two smaller windows and internal alterations – Approved with conditions 2 December 2024

Access and Parking

The site is accessed via Public Right of Way Footpath WFOR8, a narrow and informal track serving a limited number of properties. The existing garage door currently opens directly onto the Public Right of Way and, due to the constrained width and alignment of the access, is not suitable for vehicular use in its current form.



The proposal seeks to remove the existing door arrangement and reconfigure the garage to allow access from the north, utilising an existing hardstanding area. The submitted plans indicate that the garage would have internal dimensions (approximately 6.4m depth and 3.2m minimum width) which are capable of accommodating a single vehicle. The remaining areas of the garage are indicated to be used for bike and garden equipment storage. The garage door width is indicated to be around 2.35m.

However, the available space within the site for vehicle manoeuvring appears limited, and it has not been demonstrated that vehicles would be able to enter and exit the garage in a safe and convenient manner without encroaching onto or manoeuvring within the adjacent Public Right of Way.

Notwithstanding this, the proposal would remove the existing garage door which opens directly onto the Public Right of Way, representing a benefit in highway terms. Furthermore, the development would not result in the loss of existing off-street parking provision within the curtilage of the site.

On this basis, there is no highway objection in principle to the proposal, subject to securing appropriate safeguards.

Recommendations

Vehicle Manoeuvring (Swept Path Analysis)

No development shall take place until details of vehicle manoeuvrability have been submitted to and approved in writing by the Local Planning Authority. The details shall include a swept path analysis demonstrating that a vehicle can enter and exit the garage in a forward gear without the need to manoeuvre within the adjacent Public Right of Way. The development shall thereafter be carried out in accordance with the approved details.

Reason: In the interests of highway safety and to ensure the Public Right of Way remains available for its intended use.

Construction Vehicle Access (Public Right of Way)

No construction vehicle access shall take place via Public Footpath WFOR8 without prior consultation and agreement with the Wiltshire Council Rights of Way Warden. Any necessary safety, mitigation and reinstatement measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development and implemented in accordance with the approved details.

Reason: To ensure the Public Right of Way remains available, safe and convenient for public use.

Summary

Subject to the above conditions, the proposal would not give rise to an unacceptable impact on highway safety or the operation of the local highway network, and is therefore acceptable in highway terms.

Amanda Hall
Highways Development Management Engineer