

APPLICATION FOR HOUSEHOLDER PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2026/02654
APPLICATION TYPE:	Householder planning permission
SITE ADDRESS:	Keepers Cottage, 46 Upper Woodford, Salisbury, SP4 6NU
DEVELOPMENT DESCRIPTION:	Alteration of existing garage to allow for new garage doors, installation of PV panels and new single storey side extension
RECOMMENDATION:	That Planning Permission be GRANTED

PROPOSAL

The application seeks planning permission for the erection of a single-storey extension to the south-facing elevation of the existing detached garage within the residential curtilage of Keepers Cottage, to improve its functionality for the storage of a vehicle.

The proposals also include the installation of new garage doors on the north-facing elevation, the removal of the existing double doors on the west elevation, and the installation of solar panels on the south-facing roof slope.

SITE DESCRIPTION/CONTEXT

The application site relates to an existing detached garage with a hipped roof located within the curtilage of the thatched detached dwelling known as Keepers Cottage. The site lies within the Hamlet of Upper Woodford, which is not defined by a settlement boundary and is therefore considered to fall within the open countryside as classified by Core Policies 1, 2 and 4 of the Wiltshire Core Strategy.

The dwelling is set back from the public highway in an elevated position, with a steeply sloping front garden enclosed by a close-boarded fence. To the west, the site is accessed via a public right of way (WFOR8), which provides vehicular access to the detached garage subject to the proposed extension, together with a small off-street parking area.

The site is bounded to the north and south by residential properties. The property immediately to the north of Keepers Cottage, No. 48 Upper Woodford, is a Grade II listed building.

PLANNING HISTORY

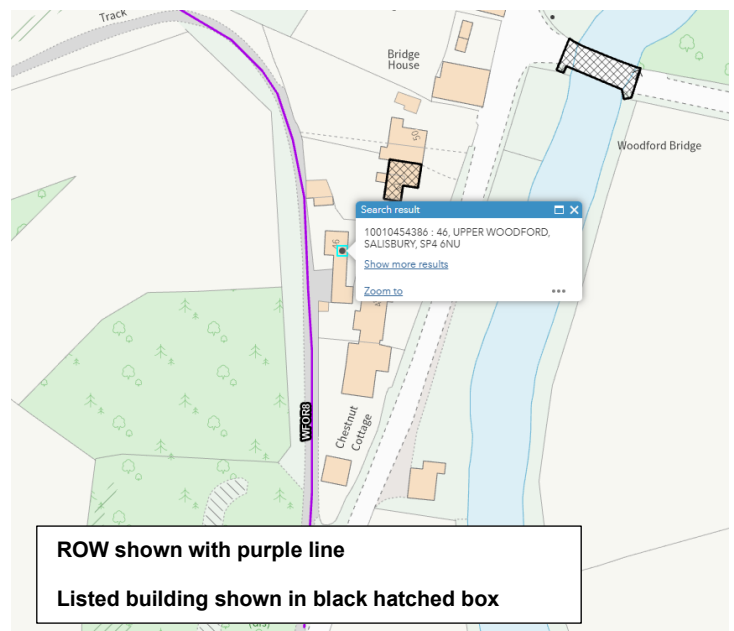
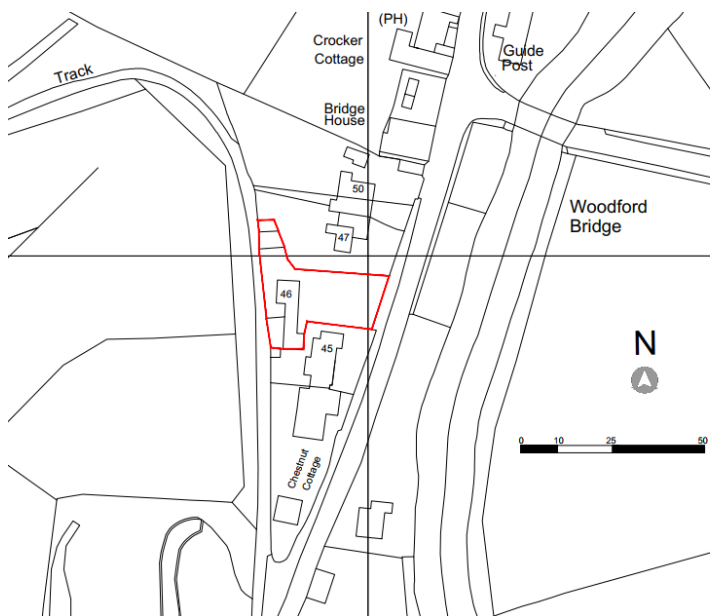
Proposal / Summary
S/1985/1496 - Full planning permission Decision - Approved Date: 17/12/1985 – ENLARGEMENT OF DWELLING TO FORM KITCHEN AND BREAKFAST ROOM
S/1987/0514 - Full planning permission Decision - Approve with Conditions Date: 30/4/1987 – GARAGE TO REPLACE EXISTING OUTBUILDING
PL/2024/00085 - Householder planning permission Decision - Refuse Date: 28/2/2024 – Single storey extension to east elevation, changes to front and rear windows, provision of new dormer in roof, internal alterations, changes to landscaping

PL/2024/04331 - Householder planning permission Decision - Approve with Conditions
Date: 24/6/2024 – Single storey extension to east elevation and removal of secondary door to west elevation

PL/2024/09655 - Householder planning permission Decision - Approve with Conditions
Date: 2/12/2024 – 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

S/1980/0737 - Historic apps 1974 to 1983 Decision - Approve with Conditions Date:
9/7/1980 – Demolition of derelict cottage and erection of new dwelling

S/1981/0637 - Historic apps 1974 to 1983 Decision - Approve with Conditions Date:
22/7/1981 – Demolition of existing building and erection of new cottage with separate garage



RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy:

- Core Policy 1: Settlement Strategy
- Core Policy 2: Delivery Strategy
- Core Policy 4: Amesbury Community Area
- Core Policy 51: Landscape
- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 58: Ensuring the Conservation of the Historic Environment
- Core Policy 61: Transport and New Development
- Core Policy 64: Demand Management

Saved Policies from Salisbury District Council Local Plan:

- C6: Special Landscape Area

Wiltshire Design Guide: Appendix D – Design Guidance for Householder extensions

The National Planning Policy Framework (NPPF)

The Planning Practice Guidance

National Design Guide

S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990

CONSULTATION RESPONSES

Woodford Parish Council: No response received.

Rights of Way – comment – no objection is raised to the proposals, an informative is suggested and has been added to the decision notice.

WC Highways – no objection subject to conditions – a summary of the response is copied below with the further detail discussed later in this report:

‘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.’

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

‘The thatched garage lies to the rear of a grade II thatched property but is neither historic nor related. The minor works would not change the appearance of the garage in views from or of the listed building, and would have no impact on the character, setting or significance of the listed building, in line with the aims of section 66 of the PLBCA Act 1990 and the NPPF.’

REPRESENTATIONS

One objection was received from an immediate neighbour with the following text received:

‘I have concerns about the proximity of proposed alteration of garage at keepers cottage to boundary of next door cottage at 48 Upper Woodford.’

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 on the character and context of the area, and the Special Landscape Area

Core Policy 57 of the Wiltshire Core Strategy seeks to ensure that all new development achieves a high standard of design that responds positively to local context, character, and distinctiveness. Development should be well integrated with its surroundings in terms of scale, siting, form, and materials.

The siting of the existing garage, together with the position of the proposed extension, is such that the development would result in a limited impact on the character and appearance of the surrounding area, notwithstanding the site's elevated position. Site observations confirm that the existing garage is not readily visible from the public highway to the east due to intervening landform and boundary treatment. Public views are instead largely confined to users of the Public Right of Way (WFOR8) to the west of the site, where visibility is restricted and experienced in close proximity. There may also be partial views from the highway to the south at the point where it meets the right of way; however, these views are limited and primarily of the upper portion of the existing structure rather than the proposed ground floor addition.

In this context, the proposed development represents a modest and proportionate addition to the existing garage, which would not materially alter its overall form or visual presence within the landscape. As such, the proposal would not result in any significant change to the experience of the site from available public vantage points.

In assessing the design impacts of the proposal, it is also relevant to consider its intended functional purpose. The existing garage is currently constrained in its use, with the position of the existing double doors on the west elevation and the narrow access arrangement making vehicular entry and exit impractical. Furthermore, the internal dimensions of the garage are insufficient to accommodate modern vehicles. The proposed extension, by increasing the internal floor area to the south and reorientating access via new garage doors on the north elevation, would significantly improve the usability of the structure for its intended purpose. This functional enhancement is considered to be a legitimate and reasonable design objective.

In design terms, the extension would remain clearly subservient to the host structure, owing to its modest footprint and flat roof form, which ensures it does not compete with or dominate the existing hipped roof garage. The proposed materials comprise a brick plinth with white render to match the existing building, a grey single-ply membrane roof to the extension, and timber cedar garage doors. These materials are considered appropriate in the context of the existing garage and would provide a cohesive and sympathetic appearance consistent with a domestic garage.

The installation of solar panels on the south-facing roof slope of the existing garage is similarly considered acceptable in design terms. Given the limited public visibility of the structure, these panels would not result in any adverse visual impact and would replace existing rooflights. The use of matching clay tiles to infill the areas of removed rooflights would ensure the continued visual consistency of the roofscape.

Saved Policy C6 of the Salisbury District Local Plan seeks to ensure that development within the Special Landscape Area conserves and, where possible, enhances the quality and character of the landscape. Development proposals are expected to be sensitive to their

setting and avoid adverse impacts on the distinctive landscape character. In this case, the proposal relates to a minor extension to an existing domestic outbuilding within an established residential curtilage. Owing to its limited scale, subservient design, and restricted visibility from public viewpoints, including the adjacent Public Right of Way, the development would not result in any material harm to the character or appearance of the Special Landscape Area. The proposal is therefore considered to comply with the objectives of Policy C6.

Having regard to the modest scale of the extension, its subservient design, the use of appropriate and sympathetic materials, and the limited degree of public visibility, the proposal is considered to integrate appropriately with the existing garage and its wider rural setting. The development would preserve the character and appearance of the area and would not result in harm to the Special Landscape Area. Accordingly, the proposal complies with the design principles set out in Core Policy 57 of the Wiltshire Core Strategy and the guidance contained within Appendix D of the Wiltshire Design Guide.

Amenity

Criterion vii of Core Policy 57 of the Wiltshire Core Strategy seeks to ensure that development does not have an unacceptable impact on the amenity of neighbouring properties. Paragraph 135(f) of the National Planning Policy Framework (NPPF) similarly requires that planning decisions secure a high standard of amenity for existing and future users.

The potential impacts of the proposed development on neighbouring residential amenity have been assessed with particular regard to overlooking, loss of light, overshadowing, and overbearing effects.

Having regard to the siting of the existing garage, the modest scale of the proposed single-storey extension, and the absence of immediately affected receptors to the west, the principal neighbouring property for consideration is No. 48 Upper Woodford, located to the east of the site. This property is separated from the application site by a well-established and dense hedge boundary, which significantly restricts intervisibility. Site observations indicate that views of the existing garage from ground floor level at No. 48 are effectively screened, with only the potential for limited and oblique views from upper floor windows.

The separation distance between the garage and the dwelling at No. 48 is approximately 13 metres. The proposed extension projects from the southern elevation of the garage and does not extend development any closer to the shared boundary than the existing building. Given this relationship, together with the limited height and single-storey nature of the extension, the proposal would not give rise to any overbearing impact, nor would it result in any unacceptable loss of light or overshadowing to the neighbouring dwelling or its private amenity space.

In respect of privacy, the proposal does not introduce any new windows or other openings that would result in overlooking. The new garage doors on the north elevation are solid by design and do not contain glazing. Existing openings on the south elevation, including rooflights and a window, are to be removed as part of the development. The extension itself contains no openings. As such, there would be no opportunity for new views into neighbouring properties, and no adverse impact on privacy would arise.

Taking all of the above into account, the proposal is considered to have a neutral impact on the living conditions of neighbouring occupiers. The development would not result in any material harm in terms of outlook, light, privacy, or sense of enclosure. Accordingly, the proposal is considered to accord with the requirements of Core Policy 57 (criterion vii) of the Wiltshire Core Strategy and the guidance set out within Appendix D of the Wiltshire Design Guide, as well as the relevant provisions of the NPPF.

Highways and Public Rights of Way

Core Policy 57 (criterion xiv) of the Wiltshire Core Strategy requires development to meet the provisions of Core Policy 61, which seeks to ensure that proposals are served by safe and suitable access to the highway network. Core Policy 64 further requires development to comply with adopted parking standards. Paragraphs 115 and 116 of the National Planning Policy Framework (NPPF) require that development does not result in an unacceptable impact on highway safety and that safe and suitable access can be achieved for all users.

The application site is accessed via Public Footpath WFOR8, over which it is assumed the applicant benefits from a lawful private vehicular right of access. The existing garage door arrangement 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 that arrangement and reconfigure the garage to allow access from the north, utilising the existing hardstanding area. The submitted plans indicate that the garage would be capable of accommodating a single vehicle, while retaining additional internal space for storage.

In its original consultation response, the Highway Authority identified that the manoeuvring space available within the site is constrained and suggested two planning conditions. The first was a pre-commencement condition requiring the submission of swept path details to demonstrate how parking and manoeuvring would be achieved. The second related to construction vehicle access via Public Footpath WFOR8, intended to ensure that the Public Right of Way remained available and safe during the course of development. Following review of those recommendations by the case officer, and subsequent discussion with the Highway Authority, it has been agreed that neither condition is necessary in this case.

In respect of the first suggested condition, the purpose of the swept path requirement was to clarify whether the proposed garage would be useable in its proposed form, given the tight access and limited room for manoeuvring. However, it is recognised that parking already exists on the area fronting the proposed garage extension, and the proposal would in any event relocate the garage door away from its current position opening directly onto the Public Right of Way. This represents a clear improvement over the existing situation in highway safety terms. While some manoeuvring constraints would remain, these are not considered so significant as to render the development unacceptable, particularly having regard to the modest domestic nature of the proposal and the fact that adequate off-street parking would be retained. On that basis, and following discussion with the Highway Authority, the swept path condition has not been imposed.

In respect of the second suggested condition, the matter concerned the possible use of Public Footpath WFOR8 by construction vehicles and the need to safeguard the route during works. Having regard to the separate consultation response from the Rights of Way Officer, this issue

is more appropriately dealt with by way of informatives rather than planning condition. The Rights of Way Officer did not request conditions and instead set out advisory requirements and statutory obligations relating to obstruction, damage, reinstatement and any structures across the route. That approach is considered proportionate in this case, as the application relates solely to alterations and extensions to the existing garage and does not itself propose any works to, or alteration of, the Public Right of Way. The original highway recommendation on construction access has therefore been carried forward in informative form rather than by condition.

The Rights of Way Officer has raised no objection to the proposal and has provided informatives to advise the applicant of their obligations in respect of Public Footpath WFOR8. These include the need to ensure that the route is not obstructed during construction, that any damage is made good, that the surface is not disturbed without lawful authority, and that no gates or stiles are erected across the route without the necessary separate approval. These are important matters, but they do not alter the planning assessment of the development itself, which relates only to the garage proposals. Part of the informative details advise that no construction vehicle access shall take place via Public Footpath WFOR8 without prior consultation with the Council's Countryside Access Officer, ensuring any necessary safety, mitigation or reinstatement measures are secured to maintain the route for public use.

It is also important to note that the submitted plans indicate a feature at the northern end of the garage which could be interpreted as a gate or fence encroaching onto the Public Right of Way. However, this was clarified during the officer site visit as a shallow concrete groove or recessed feature within the ground, likely of historic or incidental origin, and not a structure that would impede or restrict access along the route.

Taking all of the above into account, the proposal would not give rise to an unacceptable impact on highway safety or prejudice the use, safety or integrity of Public Footpath WFOR8. Adequate parking provision would be retained, the proposal would improve the existing garage access arrangement by removing the garage door opening directly onto the Public Right of Way, and the remaining matters relating to the route are appropriately addressed through informatives. 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.

Impact on setting of nearby listed building

From the point of view of the historic environment the main statutory tests are set out within the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 66 requires that special regard be given to the desirability of preserving listed buildings, their settings or any features of special architectural or historic interest which they possess.

The Council's Core Strategy Policy CP58 'Ensuring the conservation of the historic environment' requires that designated and non-designated heritage assets and their settings will be conserved, and where appropriate enhanced, in a manner appropriate to their significance. Core Policy 57 further requires a high quality of design that responds positively to the historic environment, including through scale, form, layout and materials.

The NPPF, within Chapter 16 'Conserving and enhancing the historic environment', sets out the Government's high-level approach to heritage, requiring that great weight be given to the conservation of designated heritage assets and that proposals avoid harm to their significance. The nearest designated heritage asset is the Grade II listed building at 48 Upper Woodford, located to the east of the application site. The existing garage subject to these proposals lies to the rear of this property and is not historically associated with it. The Conservation Officer has advised that the garage is neither historic nor functionally related to the listed building and that the proposed works are minor in nature.

In assessing the impact on the setting of the listed building, regard has been had to the scale, siting and visibility of the development. The proposed extension is modest in scale, subservient in form, and located on the southern elevation of the existing garage, such that it would not alter the relationship between the built form and the listed building. Furthermore, established boundary treatment and the positioning of the structures restrict intervisibility between the garage and No. 48.

It is therefore considered that the proposal would not materially alter views of or from the listed building, and would not affect its character, setting, or significance. This conclusion is consistent with the advice provided by the Conservation Officer, who has raised no objection to the proposal.

The proposal, by virtue of its scale, design, and use of materials, is therefore considered to preserve the setting of the nearby listed building. It would not result in harm to the significance of any heritage assets. The development is therefore considered to comply with Core Policy 58 of the Wiltshire Core Strategy and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as well as the relevant provisions of the NPPF.

Third party comment

The one objection received raises concern regarding the proximity of the proposed garage alterations to the boundary with 48 Upper Woodford, located to the east of the site. While the representation does not clearly specify whether the concern relates to design, residential amenity or heritage impacts, these matters are addressed collectively below.

As set out in the relevant sections of this report, the proposed extension is modest in scale and positioned on the southern elevation of the existing garage, such that it does not extend development any closer to No. 48 than the current built form. Given the separation distance, existing boundary treatment, and the absence of new openings capable of overlooking, it is not considered that the proposal would result in any adverse impact on residential amenity. Furthermore, the development would not affect the setting or significance of the Grade II listed building at 48 Upper Woodford, nor would it result in any material harm to the character of the area. The concerns raised are therefore noted but are not considered to justify a reason for refusal.

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 or the setting of the nearby listed building, or the PROW.

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:

- Application form – date received: 23/04/2026
- Proposed site plan – ref (23 684 PL34) – date received: 05/05/2026
- Location plan – ref (23 684 PL30 – 01) - date received: 05/05/2026
- Proposed garage elevations and floor plans – ref (23 684 PL33) - date received: 23/04/2026

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 application form.

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

Informatives

Rights of Way

The applicant is advised that any damage caused to public right of way WFOR8 as a result of construction or demolition activities must be fully repaired by the applicant and reinstated to the satisfaction of the Highway Authority.

Under section 131A of the Highways Act 1980 it is an offence to disturb the surface of a public right of way without lawful authority. The Highway Authority may take enforcement action where necessary.

The applicant should note that it is a criminal offence to obstruct a public right of way under section 137 of the Highways Act 1980 and therefore no materials, plant, temporary structures

or excavations of any kind should be deposited/stored/undertaken which obstruct or adversely affect the public right of way WFOR8 whilst development takes place, without prior consultation with, and the further permission of, the highways authority at Wiltshire Council.

The applicant should note that no gates or stiles should be erected across the public right of way without prior consultation and approval from the Countryside Access Officer (contact rightsofway@wiltshire.gov.uk). Unauthorised structures across a right of way are an obstruction and gates may only be authorised for the control of stock under section 147 of the Highways Act 1980.

No construction vehicle access may be taken along WFOR8 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.