

Application Number:	PL/2026/01003
Location:	185, Great Ashley, Bradford On Avon, BA15 2PP
Proposal:	Relocated driveway entrance and replacement garage

[BA15 2PP - Google Maps](#)

[Winsley, England - Google Maps](#)

I refer to the above planning application received on 26th February 2026.

Proposal

The proposal seeks the relocation of the driveway access to the northern extremities of the site frontage, together with the replacement of the existing single and double garages with a 4-bay garage.

Access and parking

The property currently has the benefit of two vehicular accesses onto the C238, one directly fronting the northern end of the property which is used as surface parking, and one located north of the property which serves as access to a double garage and an adjacent single garage.

The proposed development would provide a 4-bay garage of dimensions 11.7m x 6m which would be considered appropriate for car parking and any cycle storage for the dwelling.

The proposed vehicular access is indicated to be located at the northern boundary of the site onto the narrowest point on the carriageway. The access is shown to provide visibility splays of 2.4m by 43m, which is considered appropriate in this location, having regard to the nature of the highway and low levels of traffic.

The proposed garage would set back from the existing carriageway but adjoining the recorded highway boundary, and would be on the line of the existing low stone wall. The proposed garage would be bounded by new 1.8m high boundary walls either side of the garage, with such walling extending to the northern and southern extremities of the site boundaries.

The significant increase in wall height, as proposed, would have a noticeable impact on the visual sense of enclosure for users of the highway, and its location on the boundary of the public highway is far from ideal.

The orientation of the access drive requires an overly large access apron to facilitate the 180-degree movement vehicles would have to make to access the garages and parking areas. There is no detail of the treatment of the access driveway, and in particular how the surfacing of the access will be treated as it abuts the highway verge, and greater clarity of the access and its surface treatment is therefore required.

Given the angle of entry and exit for the access, I consider that swept path analysis should be provided to confirm that access and egress movement, together with on site turning, can be adequately accommodated. This should also be able to demonstrate that the location of the access would not have a negative impact on the use of the adjoining highway and adjacent access to Great Ashley Farm.

The Proposed Site Plan, Drawing No. A17 25 12 P101 Rev A indicates the southernmost access fronting the property to be retained as a layby parking space, as well as the pedestrian access to the property. Such an access would be considered more appropriate if the walls bounding the layby were maintained at the existing 900mm height, to ensure adequate junction and forward visibility.

While the basic principle of replacement garaging and a new access are acceptable in highway terms, it is considered that garaging set back on the eastern boundary of the site would provide a more acceptable means of access, with the boundary walls being of 900mm in height to provide for adequate junction and forward visibility.

Summary and Recommendations

Having regard to the above, it is considered that additional information and further clarification is required of the current proposals, in relation to the form and surfacing of the proposed access, as well as the tracking details for vehicles using the proposed access which demonstrates the movements from the existing carriageway and within the site.

It is also advised that the walls proposed to the southern end of the site are maintained at the existing height to provide for the safe use of the pedestrian access and the retained layby.

I therefore raise a holding objection, and request that additional and amended information is submitted.

Amanda Hall
Highways Development Management Engineer