

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 revised Proposed Site Plan, Drawing No. A17 25 12 P101 Rev A, together with additional drawings indicating the swept path analysis at the access and within the driveway/parking area, which have been submitted in respect of the above planning application.

Proposal

The revised proposal removes the retention of the existing access point as a layby fronting the existing dwelling, but there are no changes proposed to the relocation of the driveway access to the northern extremities of the site frontage and 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 be 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. In most cases new building structures would be expected to be set back a minimum of 500mm from the highway boundary.

It is still maintained 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.

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. As previously stated, there is no detail of the treatment of the access driveway as it abuts the highway verge, with the wall boundary shown to follow the line of the highway boundary (rear of verge) with no detail of the driveway construction to connect to the existing carriageway surface. It is also noted that a telegraph pole is located at the southern edge of the proposed new access, which has not been accommodated within the proposed layout. Details of whether there is an intention for its relocation should be established.

There is also a doubt of the accuracy of the submitted drawings, in respect of the width of the carriageway and verge, which would suggest the carriageway to be only 2.3m and the verge to be 2.2m at the centre point of the new access, which is not reflected on the ground, as can be seen from the image below.



It is therefore considered that a detailed survey of the site is required in order to establish the existing wall boundary (and the line of the proposed taller wall) in relation to the carriageway, and the full metalled carriageway width.

It is considered that such a detailed survey is likely to indicate that the required visibility splays, and as proposed, would also not be achievable.

In accordance with NPPF (para 115), safe and suitable access to the site should be achieved for all users, and the current proposals do not achieve this.

The submitted swept path analysis for the site access and for the internal driveway parking/turning confirms that the proposed arrangements can adequately accommodate the

movements into and out of the site access, without impacting on the access to Great Ashley House opposite.

The revised Proposed Site Plan, Drawing No. A17 25 12 P101 Rev A (although this is noted to be the same Rev as originally submitted) indicates the full closure of the southernmost access fronting the property, which overcomes the previous concerns regarding visibility from and of such an access.

Summary and Recommendations

Having regard to the above, it is considered that further information is still required to demonstrate that the proposed new garage and access can be delivered as proposed on the submitted drawings, and a detailed survey is considered necessary to achieve this.

Alterations to the proposals for the new access are also required to show the means of construction for the driveway and its tie-in to the existing carriageway alignment and surface.

In the absence of a detailed topographical survey and revised drawings demonstrating that a safe and policy-compliant access, including appropriate visibility splays and construction details, can be achieved, the Highway Authority would be unable to support the proposal and would be likely to recommend refusal on highway safety grounds.

I therefore maintain a holding objection and request that the information detailed above is provided to enable a full and considered highway recommendation to be made.

Amanda Hall
Highways Development Management Engineer