

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 further revised Proposed Site Plan, Drawing No. A17 25 12 P101 Rev B, which is now based on a topographical survey of the site.

Proposal

The proposal relates 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 access fronting the northern end of the property is now proposed to be closed off, with only a pedestrian access being retained. 1.8m high walls are proposed to replace the existing 900mm -1000mm high walls.

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.

The driveway is proposed with a drainage channel on the line of the highway boundary which would discharge to a soakaway within the site. The driveway surface is proposed as a permeable tarmacadam construction. The surface treatment between the drainage channel and the carriageway edge would be of an asphalt construction, which would require the approval of the Vehicle Access Team as a new access onto a classified road. vehicle.access@wiltshire.gov.uk. The edge of the carriageway is now indicated with a concrete edging, although this should be of a standard BN kerb, which would form the approval of any vehicle access application.

As previously raised, there is a telegraph pole 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.

Visibility

The submitted revised plan now establishes the correct carriageway and verge widths, and the visibility splays of 2.4m by 43m have been demonstrated to be achievable within the extents of the site and the existing highway verge.

On-site Manoeuvring

The previously 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.

Summary and Recommendations

Having regard to the above, while the proposed form of access and parking is not ideal, the revised plans, based on a topographical survey, now demonstrate that an access can be formed to the highway with appropriate visibility splays for the nature of the road.

The existing vehicular access adjacent to the property is proposed to be closed, with only a pedestrian access retained.

The detail of the access construction would require approval through the Vehicle Access process.

While the access arrangement, proposed garage location and boundary walls are not considered most appropriate in this location, there are no highway safety grounds that can be raised for this application.

It is therefore considered that no highway objection is raised subject to the following conditions being attached to any permission granted.

No part of the development shall be first brought into use, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

REASON: In the interests of highway safety.

Notwithstanding the submitted details, the proposed development shall not be brought into use until works have been implemented to avoid private water from entering the highway.

REASON: To ensure that the highway is not inundated with private water.

The access hereby permitted shall not be first brought into use until the parking and turning areas have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

Informative

The application involves the creation of a new vehicle access. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

The applicant should contact westernhighways@wiltshire.gov.uk for advice on any licences required with regard to the construction of the walls adjacent to the highway.

Amanda Hall
Highways Development Management Engineer