

5B FROME ROAD, BRADFORD ON AVON

PROPOSED OFF-STREET PARKING SPACE

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed in relation to the proposed introduction of off-street car parking for No. 5B Frome Road, Bradford on Avon. The site location is shown in **Figure 1** below.



FIGURE 1: Site Location

- 1.2 Planning permission is in place (reference PL/2024/01233) to extend and change the use of an existing ancillary building to create a separate one bedroom dwelling that post development is expected to be known as 5B Frome Road. It is now proposed that an off-street car parking space be provided for the new dwelling with this Note discussing its design and compliance with relevant standards. Full details of the proposals are shown on the Architect's layout plan 2095/005 which also supports the planning application.

2 Proposed Parking Arrangements

- 2.1 The ancillary building to be converted to a dwelling is an existing garage that already benefits from direct access to Frome Road as shown in **Figure 2** below. Its use is protected by double yellow line parking restrictions and a gap in the resident's permit / two hour parking bays on either side.



FIGURE 2: Existing Garage Access to Frome Road

- 2.2 Extension and conversion of the building means the existing garage will cease to exist with the proposal in effect being to relocate the parking it currently provides approximately 12m further to the north.
- 2.3 The proposed off-street parking comprises an open area with a 3m opening width at the rear of the Frome Road footway. The parking area will in part be curved while maintaining a minimum clear internal diameter of 5.5m. These dimensions are identified on plan 25090-GA01 which is attached as **Appendix A**.

-
- 2.4 It is proposed that a turntable be provided within the new parking area that will allow cars to both enter and depart the parking in a forward gear. Frome Road is heavily trafficked with queuing regularly extending past the site hence reversing movements to or from Frome Road are not considered appropriate.
- 2.5 A swept path assessment has been undertaken of an estate car turning left in to and left out of the proposed parking area with this shown on the GA01 plan. The vehicle can make the turn comfortably with the proposed turntable enabling the vehicle to be turned once within the parking area itself.
- 2.6 The GA01 plan also demonstrates the visibility available to a driver when pulling out of the proposed parking area. At least 2m visibility is available to the centre of the adjacent footway when measured from a point 2m within the parking area. This ensures an appropriate level of inter-visibility between the car driver and a passing pedestrian. It must however be noted that the footway ends approximately 10m to the north of the new access so the number of passing pedestrians will be minimal.
- 2.7 Visibility to the nearside kerb line from a standard 2.4m set back distance is approximately 4m in both directions. This is a function of the width of the access through the high boundary wall and the 1.2m width of the footway. The visibility available to the nearside kerb line is below that required for a 20mph speed limit however, in this case, measuring visibility to the nearside kerb line is considered inappropriate as this is not representative of where southbound passing vehicles will position themselves on the Frome Road carriageway.
- 2.8 There is a large area of hatching to the immediate north of the proposed access and existing marked on-street parking bays to the south, both of which keep passing vehicles at least 2m away from the nearside kerb line. It is therefore more appropriate to base visibility on a 2.4m set back distance from the virtual give-way line these constraints create. In this instance, visibility splays of at least 25m (suitable for the 20mph speed limit) are available in both directions.
- 2.9 To the right, and towards on-coming vehicles in the nearside lane, the visibility splay passes over the hatched section of the carriageway which itself is protected by double yellow line parking restrictions. To the left, the visibility splay could be obstructed by vehicles parked in the marked on-street spaces however this is typical of urban locations and in practice does not lead to significant problems or road safety issues.
- 2.10 Section 10.7 of the design guide 'Manual for Streets 2' discusses the above and identifies that emerging drivers will tend to nose out carefully until they can see on-coming traffic and then take an appropriate gap. Similarly, on-coming drivers will be able to see the emerging vehicle and adjust their speed accordingly should this be required. The proposed provision of a turntable to allow all vehicles to drive out in a forward gear assists with this.
- 2.11 It is acknowledged that a Section 184 Licence will likely be required to adjust the kerb line and footway levels to enable legal use of the new parking area. The Applicant commits to apply for such a Licence.

3 Implications on On-Street Parking

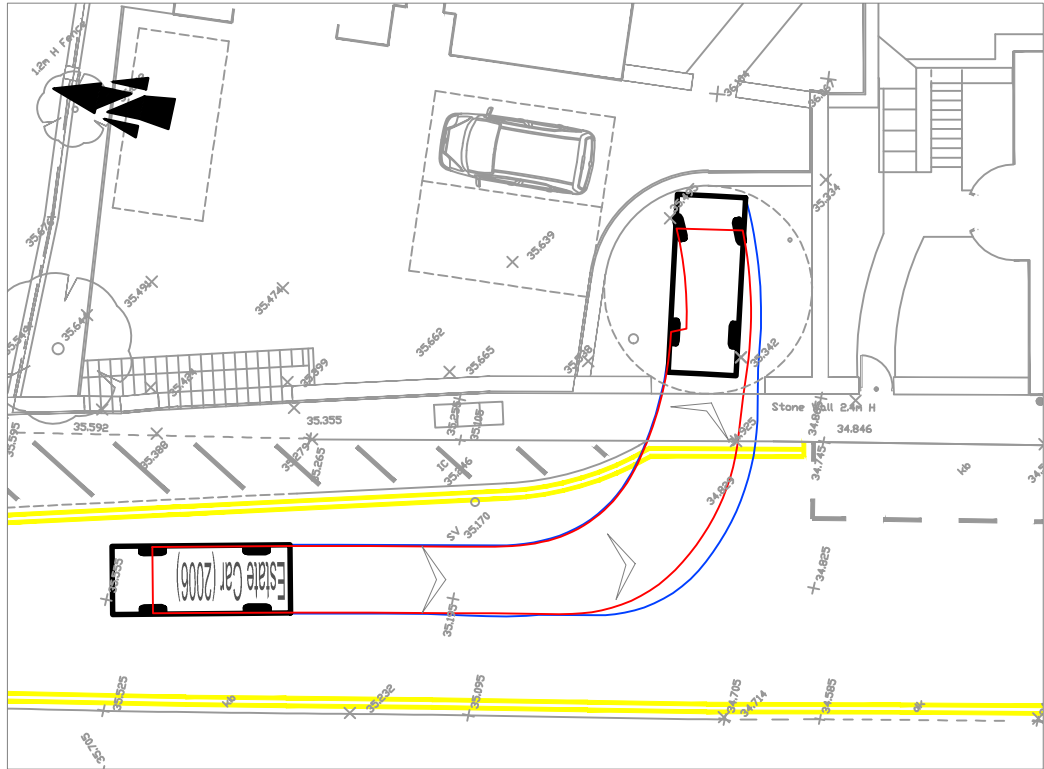
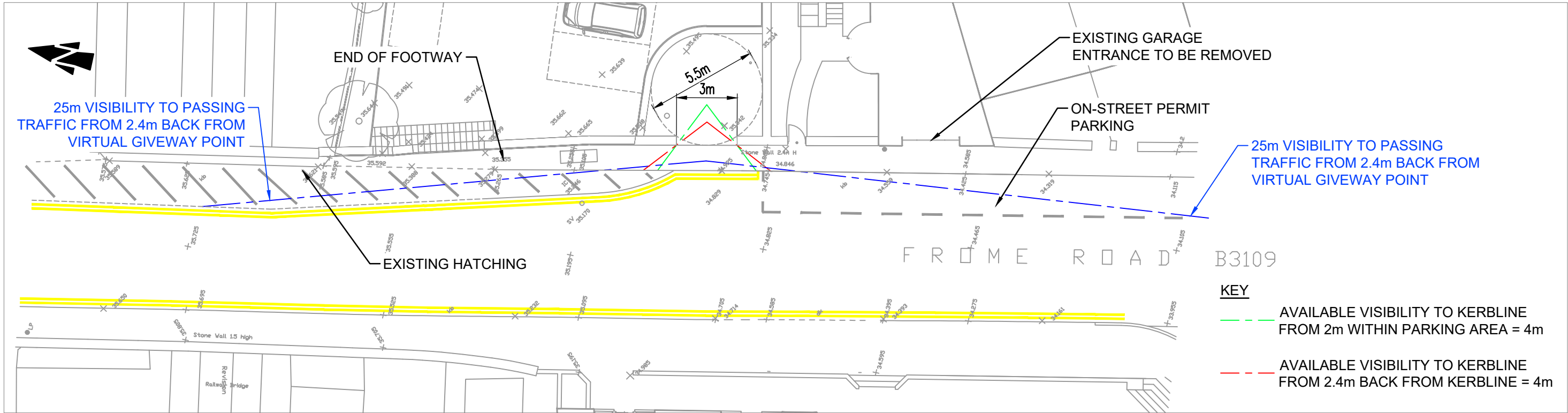
- 3.1 The existing on-street parking controls and restrictions on the eastern side of Frome Road will need to be adjusted to enable use of the proposed off-street parking area. Plan No. 25090-GA02 attached as **Appendix B** identifies the existing parking controls and restrictions and how it is proposed these will change.
- 3.2 At present use of the existing garage entrance is protected by double yellow lines with a marked permit holder / two hour limit on-street parking bay blocking use of the proposed off-street parking area. It is envisaged that these controls and restrictions will be 'swapped' such that double yellow lines will protect access to / from the proposed parking area and that the permit holder / two hour parking bay will be extended over the section in front of the previous garage.
- 3.3 The overall length of the permit holder / two hour parking bay will remain as existing however its configuration will be simplified. At present it is provided in two sections located either side of the existing garage. Post the changes it will form one continuous length which will enable more appropriate use and a simplification of the necessary signage.
- 3.4 It is acknowledged that a Traffic Regulation Order will be required to make the proposed changes to the existing on-street parking controls and restrictions. The Applicant undertakes to fund the Council's costs in this respect.

4 Summary and Conclusion

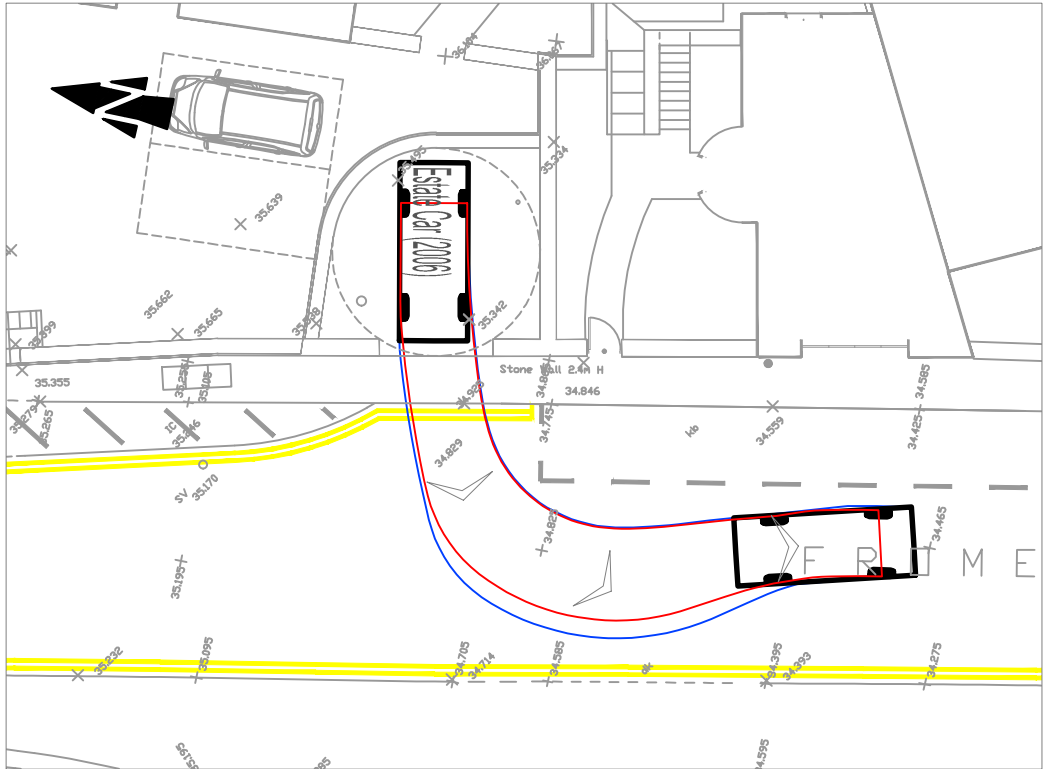
- 4.1 This Note considers the transport aspects of a proposal to create an off-street car parking space for a consented dwelling at 5B Frome Road, Bradford on Avon.
- 4.2 The parking space will have an entry width of 3m through an existing stone boundary wall and minimum internal dimensions of a 5.5m diameter. A turntable will be provided to allow cars to enter and leave the parking space in a forward gear.
- 4.3 A swept path assessment has shown that a typical estate car can drive in to and drive out of the proposed parking area in an appropriate manner.
- 4.4 Appropriate levels of visibility will be provided between a car driver pulling out of the proposed parking area, a pedestrian using the adjacent footway, and other drivers using Frome Road. Visibility to the right and to oncoming vehicles on the nearside of Frome Road is particularly good.
- 4.5 The existing on-street parking restrictions on the east side of Frome Road will be adjusted through the Traffic Regulation Order process to ensure that the access to the proposed parking area is appropriately protected to enable its use.
- 4.6 Overall, it is considered that there are no adverse highway safety issues that can be held against introduction of the proposed off-street parking area.

APPENDIX A

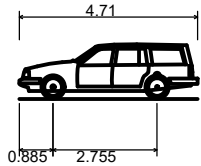
Plan 25090-GA01 Visibility Splays and Vehicle Tracking



ESTATE CAR LEFT TURN IN MANOEUVRE



ESTATE CAR LEFT TURN OUT MANOEUVRE



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

ESTATE CAR VEHICLE PROFILE

REV	DETAILS	DRAWN	CHECKED	DATE

NOTES:

- This drawing is for illustrative purposes only and not for construction.
- This drawing is to be read and printed in colour.

0241020

SCALE 1:200

PROJECT:
5B FROME ROAD, BRADFORD ON AVON

DRAWING TITLE:
VISIBILITY SPLAYS AND VEHICLE TRACKING

DRAWN:
SLW

CHECKED:
CDM

DATE:
29.07.2025

SCALES:
1:200

SHEET SIZE:
A3

CLIENT:
CURTIS CRYER (BOA) LTD

MILES WHITE

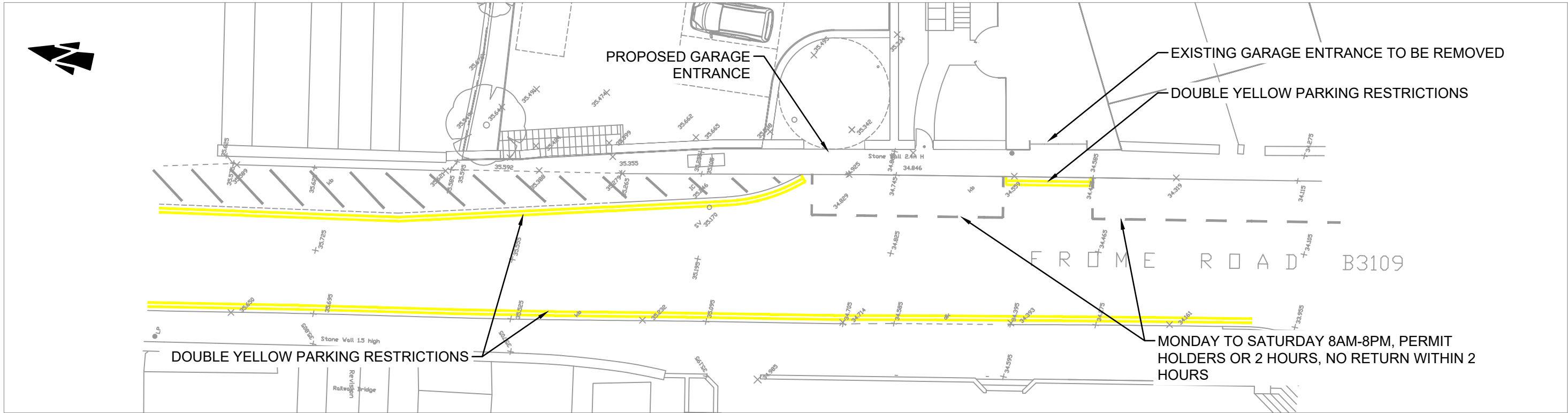
TRANSPORT

DRAWING NUMBER:
25090-GA01

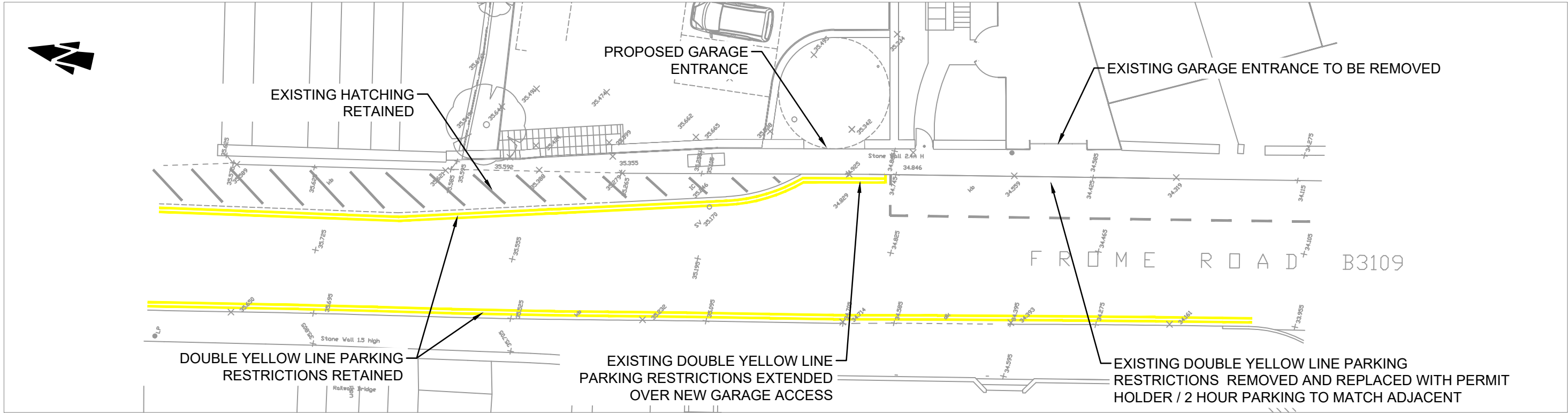
REVISION:
-

APPENDIX B

Plan 25090-GA02 Amendments to On-street Parking



EXISTING ON-STREET PARKING



PROPOSED ON-STREET PARKING

REV	DETAILS	DRAWN	CHECKED	DATE

NOTES:

- 1. This drawing is for illustrative purposes only and not for construction.
- 2. This drawing is to be read and printed in colour.

0

2

4

10

20m

SCALE 1:200

PROJECT:
5B FROME ROAD, BRADFORD ON AVON

DRAWING TITLE:
AMENDMENTS TO ON-STREET PARKING

DRAWN:
SLW

CHECKED:
CDM

DATE:
29.07.2025

SCALE:
1:200

SHEET SIZE:
A3

CLIENT:
CURTIS CRYER (BOA) LTD

MILES WHITE

TRANSPORT

DRAWING NUMBER:
25090-GA02

REVISION:
-