

The Moorings, Mill Green

Technical Note on Highways and Transport Matters

Prepared on behalf of Dutytown Ltd

October 2021

Introduction

This Note has been prepared in relation to planning application proposals to reinstate a vehicular access with permeable materials at The Moorings, Mill Green Boat House, Mill Green, Caversham, RG4 8EX. The purpose of reinstating the vehicular route is to allow the planning applicant to use The Moorings to accommodate a motorboat. The planning applicant will use a private vehicle to access The Moorings but will not use the vehicle to tow the motorboat. The location of the site is illustrated at Figure 1 below.

Figure 1 Site Location



The planning application has been submitted to Reading Borough Council (RBC) under reference: 210544/FUL. A consultation response to the proposal from Highways was provided on 15 September 2021. A number of concerns were raised as below:

- *"The proposed road is to be a single track approximately 2.3m wide which would only be sufficient to accommodate single flow vehicle movement and would not be sufficient to accommodate larger vehicles that the site would likely generate. No information is provided on the use of the site in question and therefore any access must be designed to accommodate two-way traffic flow including those by larger vehicles. In addition given that physical features will be bound both sides of the carriageway additional width would be required, as such any access would need to be a minimum of 5.5m in width [...]"*
- *None of the information submitted to accommodate this application confirm that a sufficient turning area will be provided that would allow vehicles to travel to and from the site in a forward gear. The non-provision of a turning area will result in vehicles having to reverse approximately 100m to a turning head on Mill Green [...]"*
- *No visibility splays have been provided where the proposed route would meet the tarmacked section of Mill Green adjacent to the adjacent yard access. Given that visibility splays would need to be located on adjacent land and would not be on the Public Highway or land in the applicants ownership it is evident that the development cannot provide suitable visibility splays essential for a new vehicle access."*

It is noted that additional comments have been provided under RBC's Transport heading in relation to matters of flooding / drainage, however such comments will be addressed by others within the applicant team.

The remainder of this report considers the points raised above in turn, with a response and justification provided for each.

Response to RBC Transport Comments

Road Width and Traffic Flow

The width of the access road will vary from 2.9m to 4.8m, as shown on plan 21170/001 at Appendix 1 consistently in excess of the minimum width of 2.75m for a private drive as prescribed in Manual for Streets (MfS). The route will be used solely by the applicant for the purpose of visiting / using the motorboat to be moored at the site. Usage of the access road will be infrequent and no more than twice a week (2 arrival trips + 2 departure trips).

On the basis of the infrequent vehicular access required to the site (less than typical for a single dwelling) and given the access is in control of the applicant, who will be the sole user of the route, it is not deemed necessary for two-way traffic to be accommodated.

The minimum width of a private drive prescribed in MfS is 2.75m, and it is stated that widths of between 2.75m and 3.25m should be avoided where possible as it could result in drivers trying to squeeze past cyclists. Given the access road is not a through-road and would only be used by the applicant, it is extremely unlikely that a car would ever pass a cycle on this route.

The specification of vehicle that would typically use the access road is a private car, the movement of which along the route has been swept path tested on plan 21170-TK01 at Appendix 2.

Vehicle Turning

At the eastern terminus of the access road lies The Moorings (land within the applicant's control but not part of the application site). The Moorings will accommodate a compensatory flood lagoon and sufficient space for a private car to turn.

The swept path turning manoeuvre of a private car is shown on plan 21170-TK01. It is therefore confirmed that any private vehicle using the access road will be able to do so in a forward gear for entry and exit.

Visibility Splays onto Mill Green

At the application site's northeastern extent lies an intersection with Mill Green and access to the neighbouring 'Better Boating Company' yard. Vehicle speeds at this intersection are likely to be no greater than 5mph (the 'Better Boating Company' advises such a limit through its premises). As such, it is given that vehicles would emerge from the application site or the neighbouring access at low speed and an 'x' set-back distance of 2.0m for visibility splay purposes is justifiable in the context of MfS.

It is noted that the MfS stopping sight distance for a 5mph vehicle speed is 4m.

Plan 21170-002 at Appendix 3 clearly demonstrates, that with intervention in the form of resurfacing a circa 1m x 5m area of the access road at its northeastern extent, and the addition of give-way markings to clearly delineate the edge of the continuation of the Mill Green carriageway and vehicle priority, visibility in excess of 2.0m x 45m can be achieved onto Mill Green, whilst intervisibility between emerging vehicles from the application site and the 'Better Boating Company' is in excess of the 4m 'y' distance for a 5mph speed.

The situation with the neighbouring access can be likened to vehicles pulling out of adjacent residential driveways onto the public highway at extremely low speed, where visibility is often constrained (to less than the standard identified here) and where driver awareness is heightened. The infrequency of vehicle movements from the application site should again be noted in this scenario.

Summary & Conclusions

This Note has been prepared in response to Reading Borough Council Highway comments on planning application proposals to reinstate a vehicular access with permeable materials at The Moorings, Mill Green Boat House, Mill Green, Caversham, RG4 8EX.

This Note has provided clarification on the width of the access road, projected level of vehicle usage and type, confirmed the provision of a turning area to allow vehicles to enter / exit the site in forward gear and outlined visibility splays onto Mill Green and between the site and the adjacent property in compliance with Manual for Streets principles.

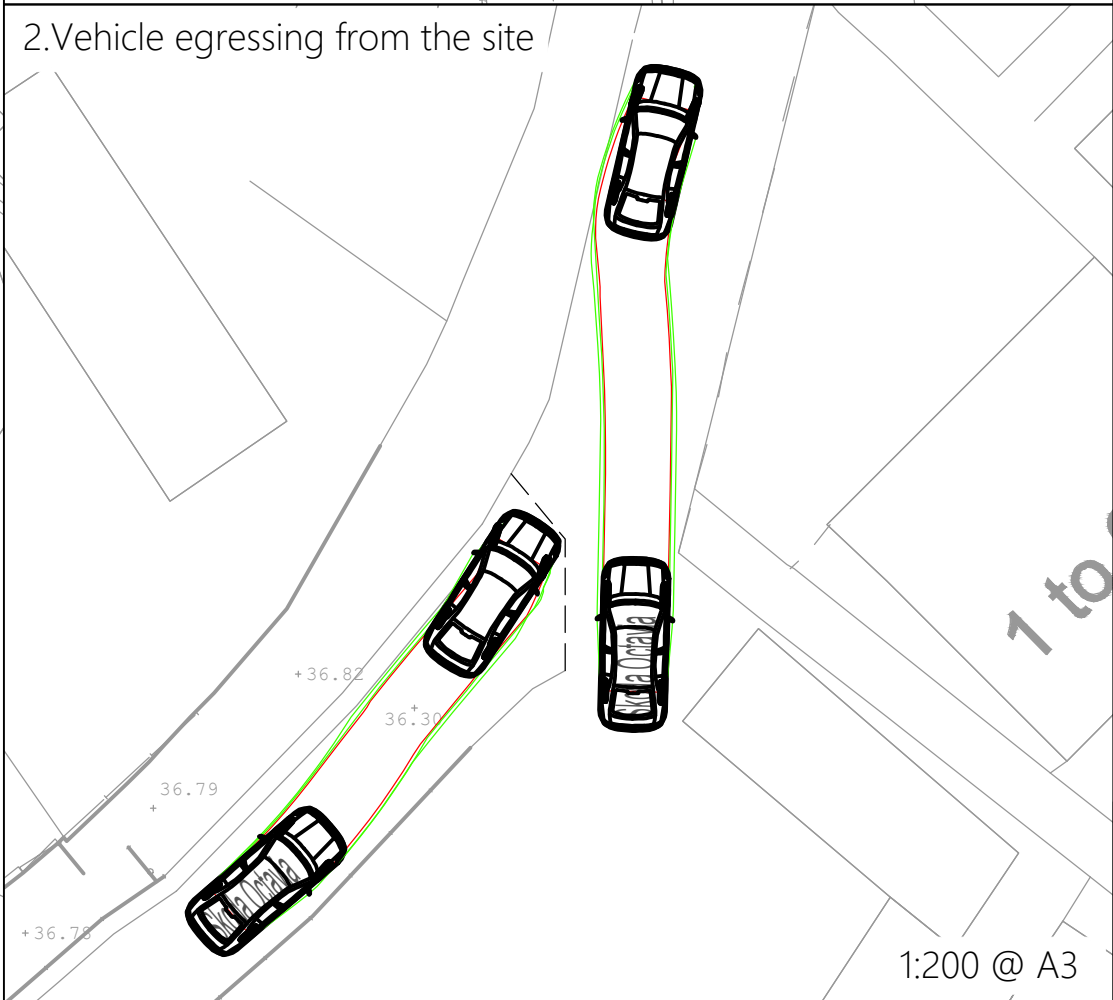
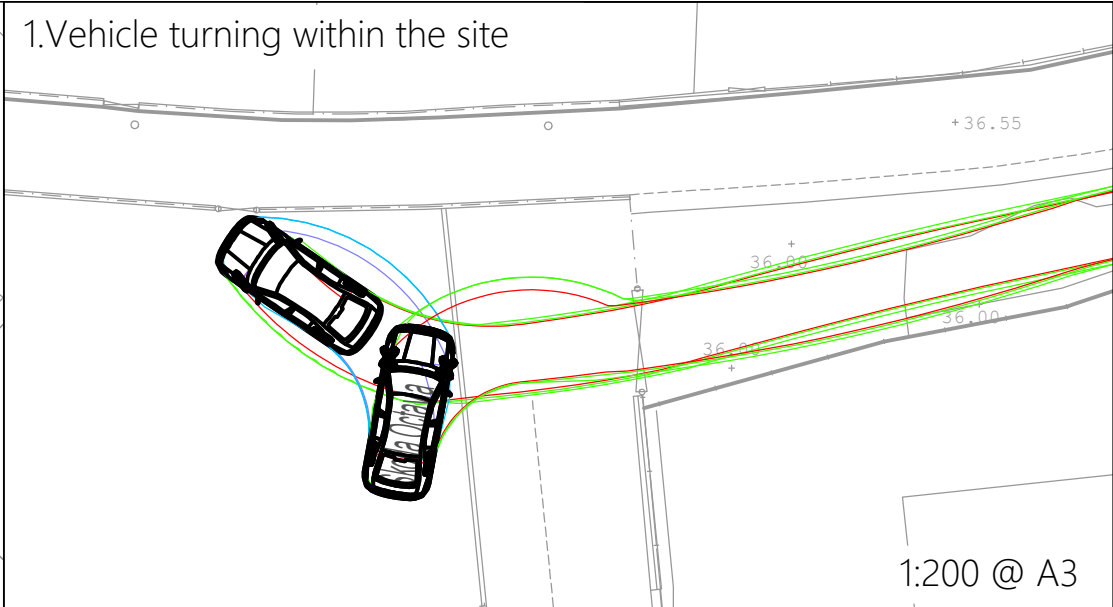
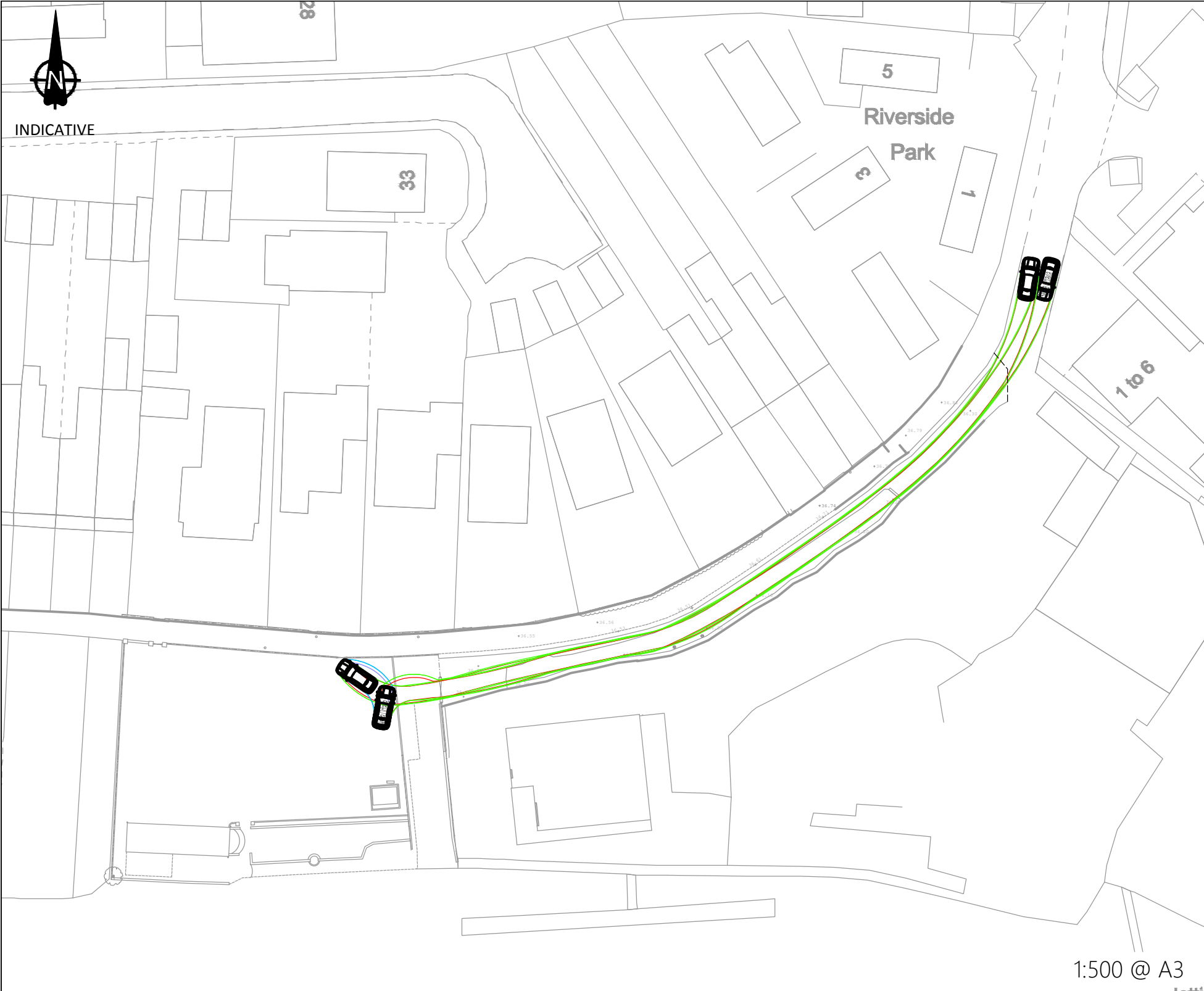
On the basis of the findings of this Note it is considered that in the context of the guidelines within para. 111 of the NPPF there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

Appendix 1



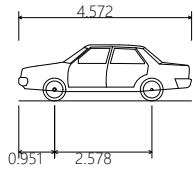
Notes 1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise. 2. This drawing has been based upon topographical survey information and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it. Ordnance Survey Licence number: 100057360	Drawing Revisions <table><tr><td>Rev:</td><td>Drn:</td><td>Date:</td><td>Details</td><td>Chk:</td></tr><tr><td>-</td><td>JO</td><td>08/10/2021</td><td>First issue</td><td>TG</td></tr></table>				Rev:	Drn:	Date:	Details	Chk:	-	JO	08/10/2021	First issue	TG	Client Dutytown Ltd.	Title General Arrangement Plan	MILESTONE TRANSPORT PLANNING Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA Tel: 01483 397888 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220	
	Rev:	Drn:	Date:	Details	Chk:													
	-	JO	08/10/2021	First issue	TG													
Project The Moorings, Caversham, RG4 8EX					Drawing Number: 21170 / 001	Scale: 1:250 @ A3												
					Revision: -													

Appendix 2



Notes

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Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

Drawing Revisions				
Rev:	Dwn:	Date:	Details	Chk:
-	-	-	First issue	-

Client	
Dutytown Ltd.	

Project	
The Moorings, Caversham, RG4 8EX	

Title	
Swept Path Analysis - Private Car	

Client	
Dutytown Ltd.	

Project	
The Moorings, Caversham, RG4 8EX	

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Drawing Number:
21170 / TK01
Scale:
As Shown @ A3
Revision:
-

Appendix 3



INDICATIVE

2.0-metre x 50.0-metre
trailing visibility splay
onto Mill Green

Riverside
Park

2.0-metre x
45.0-metre leading
visibility splay onto
Mill Green

2.0-metre x 5.0-metre
visibility splay to
neighbouring boatyard
access

Notes

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Project

The Moorings, Caversham,
RG4 8EX

Title

Visibility Splay

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21170 / 002

Scale:

1:200 @ A3

Revision:

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