

AMENDMENTS REQUIRED BY HIGHWAYS OFFICER

INSERTION OF A RESIDENTIAL DOMESTIC CROSSOVER ON TO A CLASSIFIED ROAD AT 62 GROVELANDS ROAD, READING RG30 2NY

RBC Planning Reference:- 211055

1.00

The Transport DC Officer has requested that we show visibility splays of 2.4m x 70m in accordance with the draft Geometric Design Guidance (Version 2 January 2011). We note this requirement is in excess of that set out in 'The Manual for Streets'.

1.01

The guidance requires visibility splays to be set out from the carriageway edge. The carriageway in this section of Grovelands Road has been narrowed by junction build-outs (Brisbane Road and Rowe Court) and a painted build-out with white diagonal stripes and a solid white line (Drayton Road). These build-outs allow the projecting forward of minor road 'give way' lines by 2m from the original carriageway edge and the use of 2m wide sheltered parking spaces (see photo 1. below) whose edge corresponds with the carriageway edge northeast to the far side of Rowe Court where the original carriageway kerb edge resumes.



PHOTO 1. Google airphoto showing carriageway edge adjoining number 62.

1.02

Accordingly we have taken the actual carriageway edge as being 2m forward of the original kerb line (please see accompanying 1:500 plan AJT/02). This allows in excess of 2.4m x 70m visibility splays to the northeast and southwest over adopted highway land with no trees or street furniture. For information visibility splays from the original kerb line are 2.4m x 60m to the southwest and 2.4m x 70m to the northeast. These have been shown in broken green line for comparison.

1.03

An access protection marking (APM) will be provided in front of the proposed access and taken with the existing painted build-out from the junction with Drayton Road and existing double-yellow lines these parking and carriageway width restrictions ensure that the visibility splay from the site to the southwest junction with Drayton Road and beyond remains clear of all fixed obstructions.

1.04

You have specified a minimum parking space requirement of 2.4m x 4.8m. The proposed parking space is larger at 2.75m x 5m. Provision of access protection markings (APMs) will be arranged with the Council in the normal way. The parking space will be constructed of the mandatory permeable surfaced hardstanding which will minimise any surface water run-off. However the Transport DC Officer has requested a drainage channel the full width of the parking space where it meets the back edge of the footpath. This has been added and is shown on attached drawing AJT/01a. It will drain to a soakaway within the front garden.

1.05

There is a clear forward view of the proposed access from vehicles leaving the Brisbane Road mini-roundabout and travelling in a north-easterly direction. A left turn from Drayton Road provides an uninterrupted view of the proposed footway crossing over the painted junction build-out and low speed vehicles emerging from this junction will have a clear view of vehicles entering and leaving the proposed domestic crossover.

1.06

Accordingly the amended proposal now complies with the requirements of the Councils draft Geometric Design Guidance (Version 2 January 2011) and will not have a demonstrable effect on the free flow and safety of traffic on the local highway network nor cause conflict with pedestrians.

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