

Technical Note - Highway Issues

Site: 19 Ogmore Close, Tilehurst, Reading
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1.0 Introduction

- 1.1 The Keen Partnership on behalf of Mr Karn Herbert, submitted a planning application on the 22nd May 2024 for the erection of a two storey 3-bedroom dwelling adjacent to 19 Ogmore Close, Reading, RG30 4SX, which was submitted with a Technical Note, produced by Motion, covering transport issues.
- 1.2 Subsequently this has been reviewed by the Highway Officer, who has requested the following:
- ▶ A on site turning facility;
 - ▶ An access width of 4.1 metres; and
 - ▶ The relocation of an existing street light column.
- 1.3 This Technical Note addresses these points.

2.0 Parking and on site turning

- 2.1 The Highway Officer has accepted that the parking provision proposed is acceptable, but has stated that as two dwellings are to be served from a single drive, a turning area is required. Ogmore Close is a residential cul-de-sac and shared driveways are a common occurrence on such roads. It is noteworthy that there are already shared driveways along Ogmore Close and not a single property is provided with a turning area, with all parking spaces requiring a reversing manoeuvre either on to or from the driveway.
- 2.2 To ascertain the implications for road safety, of the fact, that no driveways are provided with a turning area, a review of the Collision Plot dataset has been undertaken. Accident data along Ogmore Close for the last ten year period of available data has been analysed, with the results provided within Figure 2.1.

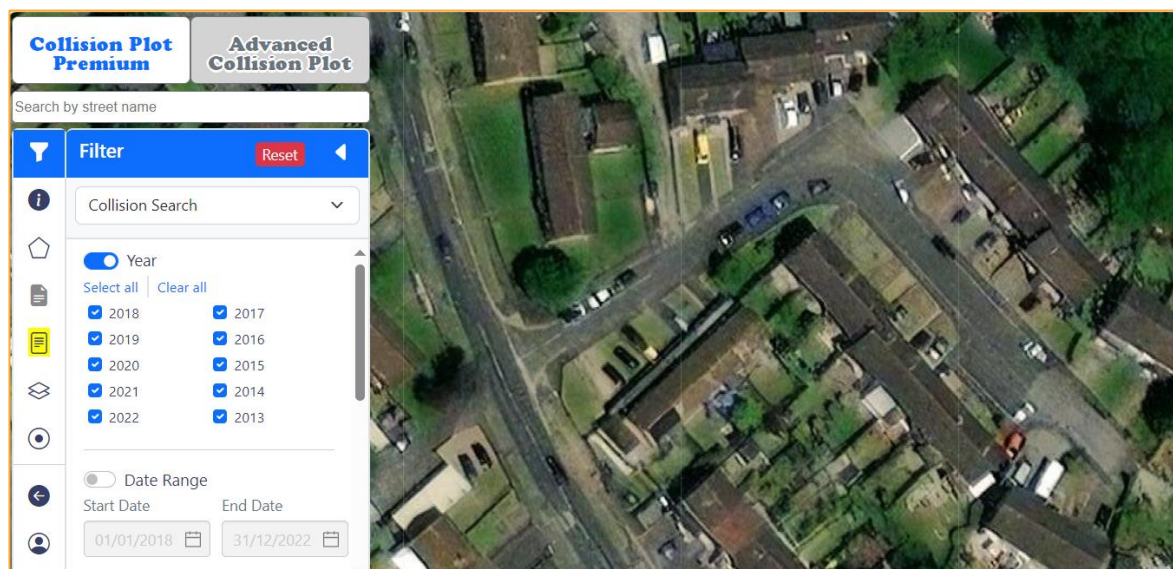


Figure 2.1 – Collision Plot Output.

- 2.3 Figure 2.1 details that no recorded accidents have occurred along Ogmore Close within the last ten year period, showing that the lack of turning areas on driveways along the close is not detrimental to road safety.

- 2.4 In addition the provision of a turning area, along a road such as Ogmor Close is not a requirement of Local Plan Policy. Policy TR3 Access, Traffic and Highway Related Matters states:

"Accesses and works to the highway comply with the adopted standards of the Transport Authority"

- 2.5 Paragraph 4.5.15 of the subsequent text states:

"The Council has produced a policy on accesses, which deals particularly with residential accesses onto classified roads, and commercial accesses onto all adopted roads. The policy, adopted in 2011, endorses the Department for Transport's Manual for Streets (for lightly trafficked roads within urban areas) and the Design Manual for Roads and Bridges (for access and junction improvements to classified roads from residential developments and to the entire road network for commercial developments). It is too detailed to reproduce here, but compliance with it, or any replacement, is essential. It follows national guidance that avoids access onto main roads wherever possible."

- 2.6 The text clearly states that for lightly trafficked roads within urban areas, the design standards within the Department for Transport's document Manual for Streets (MfS) are applicable. Section 7.9 of MfS covers frontage access stating that direct frontage access is acceptable on roads with up to 10,000 vehicles per day, while Section 7.10 refers to turning areas being required on carriageways and not private driveways.

- 2.7 The Council's document "[Geometric Design Guidance for Residential Accesses on to Classified Roads and Commercial Accesses onto Adopted Roads](#)" (RBC Guidance) states in paragraph 3.7;

*"All new developments accessed from a classified road, will be required to be provided with an adequate turning area to enable service vehicles including refuse vehicles the ability to enter and leave the site in a forward gear. If such an area is not provided, it is likely that an objection to the proposals will be forthcoming. **For two or single dwellings each case will be determined on its individual merits taking in account the existing site conditions.** (Motion Emphasis)"*

- 2.8 The list of Classified Roads is provided within Appendix C of the RBC Guidance, which does not include Ogmor Close, not surprisingly as it is a residential cul-de-sac. What is also of importance is that within Paragraph 3.7 and emphasised in bold in the quote above, is that the provision of a turning area for a driveway serving up to two dwellings is not a mandatory requirement from a classified road. Given there is no requirement for a turning area on driveways from lightly trafficked streets in accordance with MfS, while the Highway Authority's own design guidance states that turning areas are not mandatory on classified roads for shared drives serving two dwellings, the Highway Officers requirement for a turning area with regards these proposals is unreasonable and is not in accordance with the requirements of Local Plan Policy TR3.

3.0 Driveway Width

- 3.1 MfS has no specific width for driveways with the width determined on a case by case basis taking into account local conditions. The RBC Guidance does refer to road widths and the note to Table 4.1 Road Widths states;

"On local transport corridors for proposals of 5 dwellings and under, the road width can be reduced to 4.1 metres."

Local Transport Corridors are classified roads within the Borough which carry lower flows and are detailed within Appendix B of the RBC Guidance. As detailed within Section 2 of this Technical Note, Ogmor Close is a lightly trafficked close and is not a classified road nor a local transport corridor and as such there is no policy requirement for the driveway to be 4.1 metres.

- 3.2 Given the sustainable location of the site, vehicle movements for the two dwellings will be extremely low. However, in the extremely unlikely case a vehicle will be leaving the site at the exactly the same time as a vehicle is approaching to enter, given the good forward visibility along the close, the approaching vehicle can clearly wait within the carriageway to enable the vehicle to exit. Given the low vehicle speeds along the close, a waiting vehicle will not be detrimental to road safety or the free flow of traffic.

- 3.3 Therefore there is not a policy requirement for the driveway to be 4.1 metres in width and as a result the proposals are not contrary to Policy TR3

4.0 Relocation of Existing Lamp Column

- 4.1 With regards the lamp column, the proposals utilise the existing driveway and crossover which will not be altered. Therefore the current location of the lamp column as shown in Figure 4.1 will be unaffected .



Figure 4.1 – Location of Existing Lamp Column.

- 4.2 Given the close proximity of the access points between neighbouring properties, as detailed on Figure 4.1, the Highway Officers requirement of relocating the lamp column to be a minimum of one metre away from an access cannot be met. Notwithstanding that the drop crossing will not be altered, the current position of the lamp column is the only location it can be located to ensure the correct illumination levels between columns are maintained along the close.

5.0 Summary

- 5.1 This Technical Note details that the transportation aspects of the proposals to erect a single dwelling on land adjacent to 19 Ogmore Close, Reading comply with Local Plan Policy TR3.
- 5.2 In additional Paragraph 115 of the NPPF states "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*" This Technical Note clearly shows that there will not be an unacceptable harm on highway safety not will there be a material yet alone severe impact on the highway.
- 5.3 We therefore respectfully request that the highway objection is withdrawn.