



# Highway Planning Ltd

Highways & Transportation Consultants

Ms N Abayawardana  
TW2 Architects  
The Old Registry  
20 Amersham Hill  
High Wycombe  
Bucks  
HP13 6NZ

10<sup>th</sup> July 2025

Ref: 25.32.01

Dear Mr Jackson,

## **PROPOSED DEVELOPMENT OF LAND REAR OF 26 WOODS ROAD, READING**

I refer to our recent discussions and to the comments received from the Council's Transport Officer in response to the planning application to construct a 2 bedroomed dwelling with access to Lowfield Road. The Officer is concerned that adequate visibility splays are not achievable at the proposed access.

The Officer refers to the Council's Geometric Design Guidance for Residential Accesses onto Classified Roads. Tables 3 & 4 define the level of visibility splays that are required for the various categories of road. It can be seen that for an access onto a local transport corridor that is subject to a 30mph speed limit visibility splays of 2.4m x 70m are required. Lowbrook Road is identified in Appendix B as having a reference of C104 and it is a Local Transport Corridor. This visibility splay requirement is different than the 2.4m x 90m required by the Officer which appears to be in error.

The Council's Guidance document was published in January 2011 and the Introduction section explains why the Council, at that time, chose not to adopt the advice in Manual for Streets and Manual for Streets 2. Over the past 14 years there have been many appeal decisions where Inspectors have supported the application of the Manual for Streets visibility standards ahead of local standards.

The revised site layout drawing shows how the proposed access will be provided with visibility splays of 2.4m x 43m in both directions. The splays are within land controlled by the applicant. The stopping sight distance of 43m is the appropriate distance for a 30mph speed limit as advised by Manual for Streets and would be defensible at appeal.

Yours sincerely,

**Dermot McCaffery** FIHE

**Director**