

ELIZABETH ROSE HOMES LIMITED

LAND NORTH OF MILL LANE, SINDLESHAM

HIGHWAYS RESPONSE NOTE

REPORT REF.
2506120_B-ACE-XX-00-RP-C-0101

April 2026

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Contents	Page
1. INTRODUCTION	1
2. RESPONSE TO HIGHWAYS OFFICER’S COMMENTS.....	2
3. SUMMARY AND CONCLUSIONS	9

Drawings

2506120_B-ACE-XX-00-DR-C-0501 Proposed Access and Swept Path Analysis

Appendices

Appendix A	Highways Comments
Appendix B	Architect Layout Plan
Appendix C	Cycle Store Plan

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	SR	JS	-	09.04.26
-	Final	SR	JS 	DH 	13.04.26

Distribution

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1. INTRODUCTION

- 1.1. Ardent Consulting Engineers Limited (ACE) has been retained by Elizabeth Rose Homes Limited to prepare a Transport Technical Note (TTN) to consider comments made by Wokingham Borough Council (WBC) on the proposed development for 3 residential dwellings on Land North of Mill Lane Sindlesham.
- 1.2. WBC provided comments in their role as the local highways authority regarding the scheme submitted under planning application reference 252601. The comments are dated 30th of October 2025 and are provided in full at **Appendix A**.
- 1.3. Following this introduction, the remainder of this note is structured as follows:
 - **Section 2** provides WBC's comments followed by ACE's responses.
 - **Section 3** provides a summary and sets out the conclusions.

2. RESPONSE TO HIGHWAYS OFFICER'S COMMENTS

- 2.1. The comments raised by the Highways Officer, dated 30th of October 2025, have been addressed in the order they appear within the memorandum, followed by the ACE response immediately below.

WBC Comment #1

"There are limited local facilities within acceptable walking distance from the site, no grocery store and doctor surgery in particular, making the site an unsustainable location.

Meanwhile, there is also no regular bus service within acceptable walking distance, making car the main mode for this development.

...

Despite there is existing pedestrian network along Mill Lane, the absence street lighting does not provide safe and attractive environment for considering sustainable travel mode.

The Highways can unlikely support the proposal due to unsustainable location. However, if the applicant may intend to continue with the application, the required details for submission are listed below."

ACE Response #1

- 2.2. It is understood that the site is located towards the edge of the settlement of Sindlesham, in an area of semi-rural character, however the context is largely developed, particularly to the east.
- 2.3. A review of the Granted Appeal Decision of the adjacent residential properties to the approximately 100m to the south (Ref: APP/X0360/W/19/3221985) highlights the increasingly urban context of the area. The Inspector states the following: -

"The existing dwellings close to the site to the west and south may once have related to an agricultural holding that was physically isolated, but they are now so close to the built-up area of Sindlesham that it is difficult to accept that they are detached from the settled area of the village.

...

As such I find the proposal to be suitably located for housing."

- 2.4. Taking into account the above, it should be considered that the proposed development, located within 100m to the north of the adjacent site, is suitably located for residential habitation.
- 2.5. Furthermore, it is understood that the site is located 1.5km (A 20-minute walk and 6-minute cycle) from Winnersh Town Centre, with amenities including a train station and Sainsbury's Superstore, providing access to a wide range of services/products and transport modes.
- 2.6. The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 400 metres ('Desirable') for general journeys and two kilometres ('Preferred Maximum') for commuting and journeys to school purposes.
- 2.7. Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800 metre (ten minute) walking distance. However, this is not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.8. Furthermore, the July 2020 Department for Transport (DfT) Local Transport Note 1/20 'Cycle infrastructure design' states at paragraph 2.2.2 that *"two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking"*.
- 2.9. The above therefore outlines that the location is sustainable for a range of travel modes and residents can feasibly utilise active travel modes (walking and cycling) to access local amenities if desired, which is further supported by comments of the Inspector on the adjacent approved (and built out scheme) appeal application.

WBC Comment #2

"The applicant is expected to justify sufficient visibility can be achieved from the proposed access. Any landscaping within the visibility splays would need to be maintained to be less than 0.6m."

ACE Response #2

2.10. **ACE Drawing 2506120_B-ACE-XX-00-DR-C-0501** shows that 17m visibility splays, commensurate with a design speed of 15mph. A design speed of 15mph is considered appropriate given the narrowness private access road fronting onto Mill Lane, which includes a maximum carriageway width of 2.8m in the vicinity of the site access. The narrow nature of the private road would restrict vehicles to realistically no more than a 15mph maximum speed.

2.11. The achievable visibility splays are therefore considered to satisfy the WBC comment above, notwithstanding the private nature of the road and that the road is not to be offered for adoption to the Local Highways Authority.

WBC Comment #3

"The shared private drive is currently serving 10 other dwellings and will serve 13 dwellings if this proposal is approved. The access onto Mill Lane is circa 4.5m wide, but the road width along the site frontage is narrowed to circa 2.8m. The proposed access drive is required to be widened to a minimum of 4.1m between Rose Cottages and the site access to accommodate two-way traffic."

ACE Response #3

2.12. As acknowledged by WBC in their response *"the traffic generated from three dwellings will unlikely have significant impacts on the wider highway network"*.

2.13. Considering the above, that the existing access road has been utilised by multiple dwellings for over a decade and that additional dwellings have been granted permission to utilise the road without the requirement to widen the road, it is not clear why the proposed dwellings would now trigger a need for substantially increased width when the uplift in trips would be negligible.

2.14. It therefore expected that the existing access road can suitably accommodate the agreed negligible increase in traffic arising from the proposals without any alterations to the carriageway width.

WBC Comment #4

"The internal roads width is 4.1m, which is acceptable for the scale of the development. A 2m service margin is required on the side of the road with development being proposed."

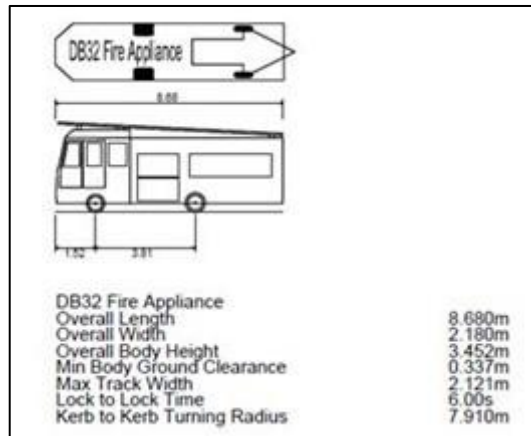
ACE Response #4

2.15. The site masterplan (**Appendix B**) and resultant drawing (**ACE Drawing 2506120_B-ACE-XX-00-DR-C-0501**) display a 1m service margin within the carriageway. This is deemed appropriate, noting that the road is not to be offered for adoption and the 1m service strip is expected to be sufficient for the installation and maintenance of required utilities.

WBC Comment #5

"The applicant has submitted the swept path analysis with a 7.5t box van and a 7.3m long fire tender, which is welcomed. However, the Highways expect the swept path of a fire tender using the dimensions below to be submitted:

The applicant is also expected to provide complete swept paths for fire tender vehicle entering and leaving the site access in forward gear."



ACE Response #5

2.16. As requested, swept path analysis has been undertaken using a fire tender consistent with the above dimensions and is shown on **ACE Drawing 2506120_B-ACE-XX-00-DR-C-0501**. The analysis demonstrates that the site layout can accommodate the larger fire tender accessing and egressing the site access in a forward gear, and internal manoeuvring within the site.

WBC Comment #6

"According to the WBC Car Parking Standards, the development of such scale in Urban location will require a minimum of seven parking within the red line, including one unallocated visitor parking. Each parking space shall have minimum dimensions of 5.0m x 2.5m. The minimum dimensions for parallel parking space are 6m x 2.5m.

A total of 7 allocated parking spaces, 2 unallocated parking and 2 visitor parking are proposed for the site, which is acceptable. However, the proposed dimensions of the parking spaces shall be reviewed."

ACE Response #6

2.17. The proposed site layout has been reviewed to confirm that the parking bays are in accordance with the WBC Car Parking Standards. This is demonstrated within **ACE Drawing 2506120_B-ACE-XX-00-DR-C-0501**.

WBC Comment #7

"Each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). A EVCP is proposed for each driveway, which is welcomed.

This may be subject to further authorisation via Building Control."

ACE Response #7

2.18. The above comment is noted.

WBC Comment #8

"According to the WBC Parking Standards, three cycle parking allocations will be required per dwelling with 6+ habitable rooms."

A cycle store has been indicated at the rear garden, which is acceptable. However, the proposed cycle store of internal dimensions of 2.1m x 0.81m will not be sufficient to store three bikes. Revision is required."

ACE Response #8

A cycle store plan (**Appendix C**) has been revised to show cycle stores with internal dimensions comprising 1.4m x 1.8m, which is suitable for the storage of 3 bikes for each dwelling, as shown within the cycle store plan.

WBC Comment #9

"As the proposed development will be accessed through the existing access of private road, the applicant shall clarify how refuse collection servicing is going to be provided. Though highways have assumed that this will be the existing collection will be retained.

If council refuse collection will be applicable for this site, the applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:"

ACE's Response #9

- 2.19. Review of the existing refuse collection arrangement for the surrounding dwellings outlines that a full-size collection vehicle does not serve the private road. **Figure 2.1** below shows a photograph of refuse collection for the existing dwellings utilising a smaller refuse vehicle.



Figure 2.1: Existing Refuse Collection Vehicle

2.20. It is anticipated therefore that the same refuse collection strategy would be utilised for the proposed dwellings, where an on-site bin store would ensure that the maximum carrying distance for residents (30m) and refuse collection operators (25m) is met.

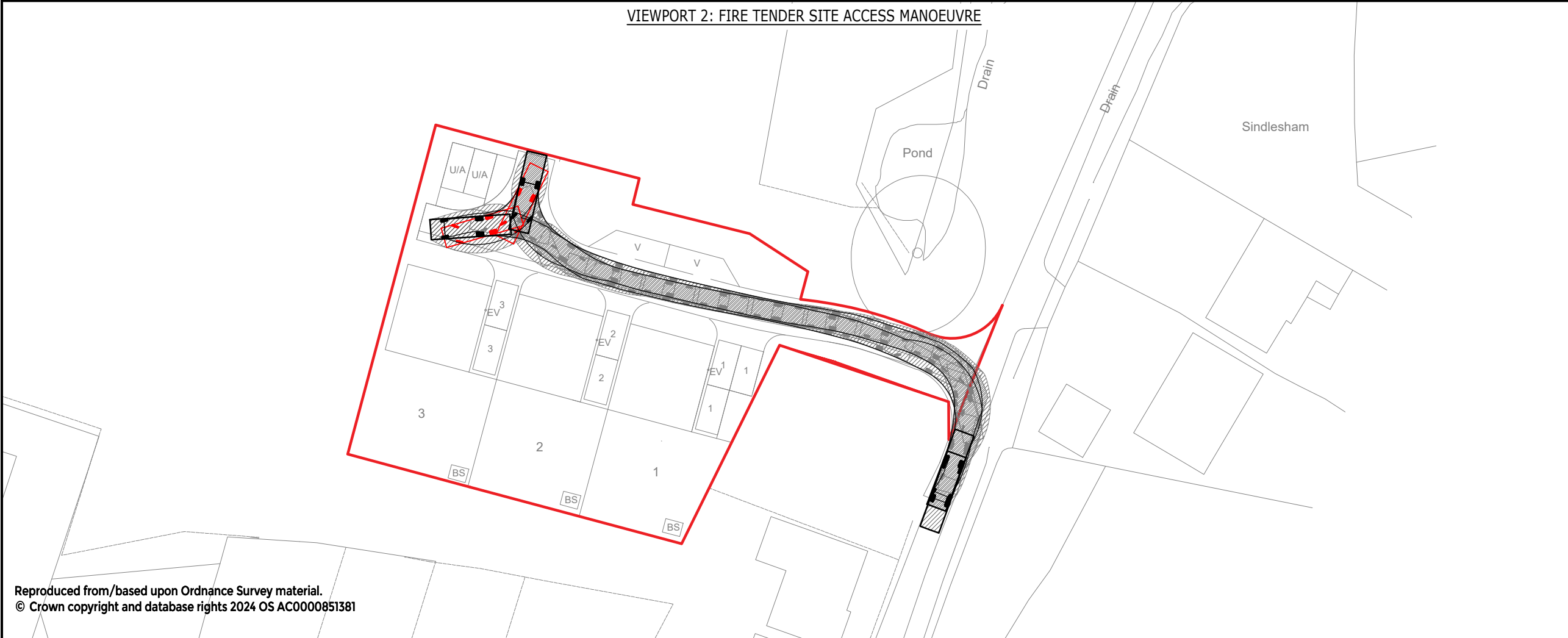
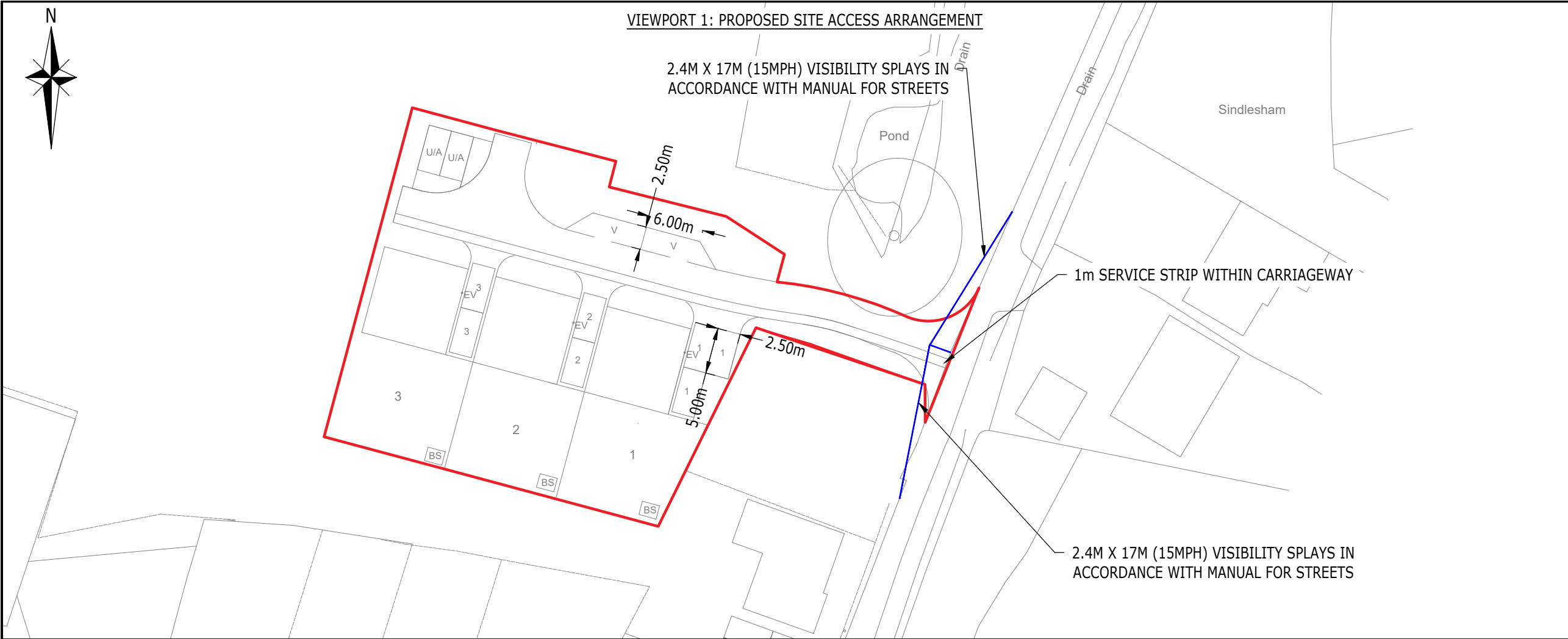
3. SUMMARY AND CONCLUSIONS

3.1. This Highways Response Note has been prepared on behalf of Elizabeth Rose Homes Limited and provides a response and additional information to comments raised on the proposals submitted under planning application reference 252601 for 3 residential properties located of Mill Lane, Sindlesham.

3.2. The following aspects have been reviewed and clarified or amended through this Highways Response Note, to confirm that the scheme is acceptable in highways terms:

- The site is located within a sufficiently sustainable location for multiple active travel modes in accordance with National Guidance and Planning Inspectorate decision making.
- Suitable visibility for a 15mph speed limit (assumed design speed based on narrow carriageway geometry) can be achieved from the site access.
- The current access road carriageway is of a suitable width to accommodate the negligible increase in vehicle movements arising from the proposed development. No alterations to the carriageway are considered necessary.
- The internal site layout accommodates the required WBC fire tender, accessing and egressing the site in a forward gear.
- Vehicle/EV/ Cycle parking has been provided in accordance with WBC Parking Standards.
- The existing refuse collection arrangement and vehicle will be utilised for proposed dwellings on site, in accordance with the requirements of the Manual for Streets.

DRAWINGS



NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE RED SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY. UNLESS SPECIFICALLY NOTED, ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- PROPOSED LAYOUT (PL-01-P2) PROVIDED BY MGI ARCHITECTURE LIMITED.

KEY:

- SITE BOUNDARY
- 2.4M X 17M (15MPH) VISIBILITY SPLAY IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE

VEHICLE USED:

Wokingham Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Overall Body Height	0.337m
Min Body Ground Clearance	2.121m
Max Track Width	6.00s
Lock to lock time	7.910m
Kerb to Kerb Turning Radius	

Rev	Description	Drn	Chk	App	Date
	Purpose: DRAFT			Status: NOT YET APPROVED	

ARDENT CONSULTING ENGINEERS

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Client

ELIZABETH ROSE HOMES LIMITED

Project Title:

LAND NORTH OF MILL LANE, SINDLESHAM

Drawing Title:

PROPOSED ACCESS AND SWEEP PATH ANALYSIS

Drawn by	Checked by	Approved by	Revision
SR	JS	DH	-

Scale	Date
1:500@A3	09.04.26

Drawing Number

2506120_B-ACE-XX-00-DR-C-0501

Appendices

APPENDIX A

Date: 30 October 2025
Application: 252601



WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 252601

Applicant: Mr Matthew Jouanides

Site Address: Land To The North Of Mill Lane, Wokingham

Parish: Winnersh

Grid Reference: Easting - 477287, Northing - 170013

Type of Development: Minor Dwellings (1-9)

Proposal: Full application for the proposed erection of 3no. detached self- build dwellings along with associated access, car parking, EV charging points, cycle storage and landscaping.

Case Officer: Marcus Hillman

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 252601. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **20 November 2025**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	JP		
Service	WBC Highways	App No:	252601
Address:	Land To The North Of Mill Lane, Wokingham.		
Proposal:	Full application for the proposed erection of 3no. detached self-build dwellings along with associated access, car parking, EV charging points, cycle storage and landscaping.		
Type of Development:	Minor Dwellings (1-9)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below**

Comments On Proposal

General

The applicant proposes to erect three new dwellings with each 7-8 no. habitable rooms. Eleven parking spaces are proposed.

The site is to be accessed via the extension of the existing access road off Mill Lane. The proposed red line does not connect with the public highways, which shall be revised.

The traffic generated from three dwellings will unlikely have significant impacts on the wider highway network.

Sustainability

There are limited local facilities within acceptable walking distance from the site, no grocery store and doctor surgery in particular, making the site an unsustainable location.

Meanwhile, there is also no regular bus service within acceptable walking distance, making car the main mode for this development.

Despite there is existing pedestrian network along Mill Lane, the absence street lighting does not provide safe and attractive environment for considering sustainable travel mode.

The applicant suggests that the planning approval 242058 shall be referenced when determining this proposal. It is relevant to note that the previous consent is assessed on the basis of the site has been functioned as general amenity area to the existing dwelling and this site is currently an agricultural land, which introduces the fundamental differences between two proposals.

The Highways can unlikely support the proposal due to unsustainable location. However, if the applicant may intend to continue with the application, the required details for submission are listed below.

Access and Manoeuvring

Site Access

The site will be accessed via the shared private drive off Mill Lane. The proposed red line does not connect with the public highways, which has to be revised.

The applicant is expected to justify sufficient visibility can be achieved from the proposed access. Any landscaping within the visibility splays would need to be maintained to be less than 0.6m.

The shared private drive is currently serving 10 other dwellings and will serve 13 dwellings if this proposal is approved. The access onto Mill Lane is circa 4.5m wide, but the road width along the site frontage is narrowed to circa 2.8m. The proposed access drive is required to be widened to a minimum of 4.1m between Rose Cottages and the site access to accommodate two-way traffic.

Internal Access Road

The internal roads width is 4.1m, which is acceptable for the scale of the development. A 2m service margin is required on the side of the road with development being proposed.

The applicant has submitted the swept path analysis with a 7.5t box van and a 7.3m long fire tender, which is welcomed. However, the Highways expect the swept path of a fire tender using the dimensions below to be submitted:



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

The applicant is also expected to provide complete swept paths for fire tender vehicle entering and leaving the site access in forward gear.

Parking

According to the WBC Car Parking Standards, the development of such scale in Urban location will require a minimum of seven parking within the red line, including one unallocated visitor parking. Each parking space shall have minimum dimensions of 5.0m x 2.5m. The minimum dimensions for parallel parking space are 6m x 2.5m.

A total of 7 allocated parking spaces, 2 unallocated parking and 2 visitor parking are proposed for the site, which is acceptable. However, the proposed dimensions of the parking spaces shall be reviewed.

EV Charging Points

Each new dwelling will be expected to provide a minimum of one EV Charging Point under the latest Building Regulations (Approved Document S). A EVCP is proposed for each driveway, which is welcomed.

This may be subject to further authorisation via Building Control.

Cycle Provisions

According to the WBC Parking Standards, three cycle parking allocations will be required per dwelling with 6+ habitable rooms.

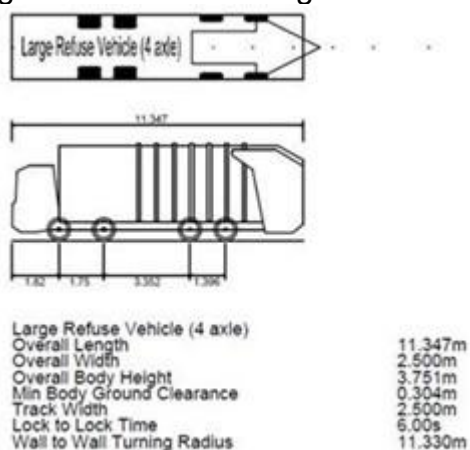
A cycle store has been indicated at the rear garden, which is acceptable. However, the proposed cycle store of internal dimensions of 2.1m x 0.81m will not be sufficient to store three bikes. Revision is required.

Refuse Collection Strategy

According to Manual for Streets, the maximum carrying distances for households (30m) and refuse collection operators (25m) from the collection point. Such standards will apply to all plots within the site.

As the proposed development will be accessed through the existing access of private road, the applicant shall clarify how refuse collection servicing is going to be provided. Though highways have assumed that this will be the existing collection will be retained.

If council refuse collection will be applicable for this site, the applicant will need to provide the swept path for refuse vehicles entering and leaving the site in forward gear with the following standards:



Conditions & Reasons (if required)			
Date:	7/11/2025	Signed:	JP

APPENDIX B

Drawing Key
BS - Bike Store
EV - Electric Vehicle Charge Point
V - Visitor Parking
UA - Unallocated Parking Space

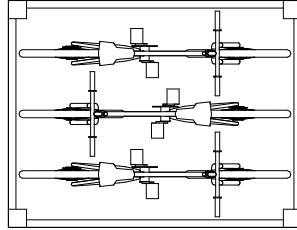


PROPOSED BLOCK PLAN

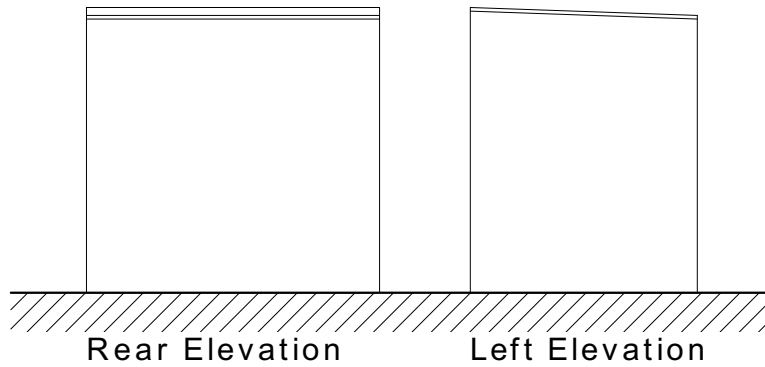
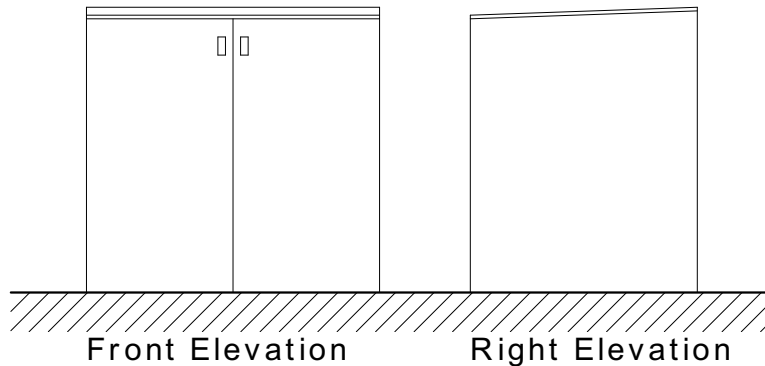
SITE ADDRESS - Land North of Mill Lane, Sindlesham Wokingham, RG41 4DF
DRAWING REF - PL-01
DRAWING SCALE - 1:500@A3
DRAWING REV - P2 - Layout update to highway comments

Scale 1:500 5 0 5 10 15 20 25m

APPENDIX C



CYCLE STORE - Plan (1:50)



BIKE STORE

SITE ADDRESS	-	Land North of Mill Lane, Sindlesham Wokingham, RG41 4DF
DRAWING TITLE	-	Bike Store, plans and Elevations
DRAWING REF	-	PL-11
DRAWING SCALE	-	1:50@A4
DRAWING REV	-	P1