

LAND SOUTH OF VALOIS, RANGE ROAD. WOKINGHAM

Briefing Note 1 RevA – Transport

Response to Comment – June 2026

INTRODUCTION

This Response to comments Briefing Note 1 (BN1) has been prepared by Entran Ltd in order to respond to Wokingham Borough Council (WBC) latest highway responses.

Application Ref: 260577

NEW DRAWINGS

001 – Proposed Access Arrangements

002 – Swept Path Analysis (LWB Fire Tender)

003 – Existing Access Arrangements – Range Road/ Nine Mile Ride

NOTES:

1. Assumed maximum travelling speed along Range Road of 30mph.
2. Visibility Stopping Sight Distance (SSD) demonstrated for a 30mph travelling speed in accordance with Manual for Streets (MfS) and MfS2 design guidance.
3. Access Arrangements provide for safe and suitable means of access from both the application site access and the junction of Range Road/ Nine Mile Ride.
4. Turning available for a Fire Tender with entry/ egress available in a forward gear.

APPENDICES

Appendix A - Drawings



RESPONSE

Please see related response to the WBC comments provided below:

Wokingham Council Comment 1

The traffic generated from two gypsy and traveller pitches are unlikely to have significant impacts on the wider highway network.

Entran Response 1

Noted and agreed. The future trips generated by 2no. caravan pitches would equate to approximately 1 two-way trip in the AM 1 two-way trip in the PM peak and 10 two-way trips daily in this regard, traffic impact is considered negligible.

Comment now addressed and no further work considered necessary.

Wokingham Council Comment 2

The applicant is required to confirm if the two proposed caravans will be independent or ancillary to each other. If independent access to parking cannot be provided, the caravans will have to be ancillary to each other and shall not be sold, leased or disposed of separately.

Entran Response 2

Noted.

Wokingham Council Comment 3 - Access

Access

As Range Road is a PRoW, the Highways recommend the council's PRoW team to be consulted. The Highways assume that Range Road is to be remained as an unadopted road.

Sufficient visibility splays of the site access to the nearside kerb of both directions and inter-visibility shall be demonstrated. The sightlines shall be across land within the applicant's control or highway land and shall be clear of obstructions to visibility exceeding 0.6m in height. It is relevant to note that the site is located at TPO area TPO-1934-2023 and TPO-1083-2005, and removal of trees for retainment of visibility may be restricted.

Range Road is circa 2.8m wide and providing access to another 5 dwellings, which can accommodate one-way traffic with limited informal passing places provided at the access to other residential dwellings. The first 10m of Range Road from both ends is expected to be upgraded to a minimum width of 4.1m to accommodate two-way traffic.

It is relevant to note that the access road to the site is a 'byway open to all traffic (BOAT)' and is not part of the public highways. The applicant is expected to include all required land for the private right of access to the site to be part of the blue line, and to confirm the applicant has control on the land that is not part of the public highways. If applicant cannot demonstrate reasonable right of access at the proposed site and to the public highway, the Highways may recommend refusal to this applicant.

Entran Response 3

Visibility

Visibility achievable at 2m x 43m in both directions in accordance with MfS design guidance and is demonstrated on drawing 001 attached as **Appendix A**.

In this regard, the application site demonstrates a safe and suitable means of access with Range Road.

Offsite improvements

The upgrading of Range Road to widen the width to 4.1m for the first 10m at both ends is dependent upon land ownership and potential obstacles i.e. trees and therefore, these works cannot be guaranteed to be deliverable at this stage however, the applicant does accept to carry out a survey/investigation works of both ends of Range Road to determine if the works are deliverable or not.

Furthermore, and as a minimum the applicant will remove/ trim back vegetation to improve access to the application site along Range Road.

Comment now addressed and no further work considered necessary at this stage.

Wokingham Council Comment 4 – Swept Path Analysis

Manoeuvring

The applicant shall provide swept path analysis of the largest vehicle required to access the site (i.e., a touring caravan) entering and leaving the site in the forward gear. Adequate manoeuvring within the red line is also to be demonstrated.

As the furthest point of the proposed caravan is sited over 40m from the public highways, the applicant is expected to demonstrate the manoeuvring of a fire tender vehicle entering and leaving the site access in forward gear to within 40m reach to the furthest point of any residential element. The council has adopted the following dimensions for fire tenders:



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



Entran Response 4

Please see attached drawing 002 demonstrating that a LWB fire tender can turn on site for entry/egress in a forward gear.

Comment now addressed and no further work considered necessary.

Wokingham Council Comment 5 – Access Nine Mile Ride

“it is considered that visibility splays should be provided at the junction of Range Road with Nile Mile Ride to ensure adequate visibility in both directions. The sightlines should be taken across land within the applicant’s control and/or highway land and be kept free from any obstruction exceeding 0.6 metres in height above carriageway level.

Could you please demonstrate that the required visibility splays can be achieved and maintained in accordance with these requirements? – Email dated Monday 22nd June 2026.

Entran Response 5

Please see attached drawing 003 demonstrating that a visibility splay of 2m x 43m is achievable in both directions in accordance with MfS Design Guidance for SSD for a posted speed limit of 30mph.

Visibility will be kept clear of obstruction above 600mm with vegetation overhanging the public highway to be trimmed back where possible with land under the applicants control.

Comment now addressed and no further work considered necessary.

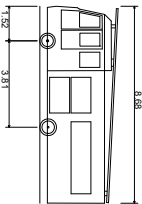
CONCLUSION

The responses within this Briefing Note 1 have now addressed the comments made by WBC and it can be concluded that, all comments have been fairly, comprehensively and reasonably addressed in full and that there are no significant highways and transport reasons that should prevent the LPA from supporting this planning application and the proposed access arrangements.



APPENDIX A

Drawings



DB32 Fire Appliance
Overall Length 8.68m
Overall Width 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



2nd & 3rd Floors | Nottsgate House | Upper Borough Walls | Bath | BA1 1RG
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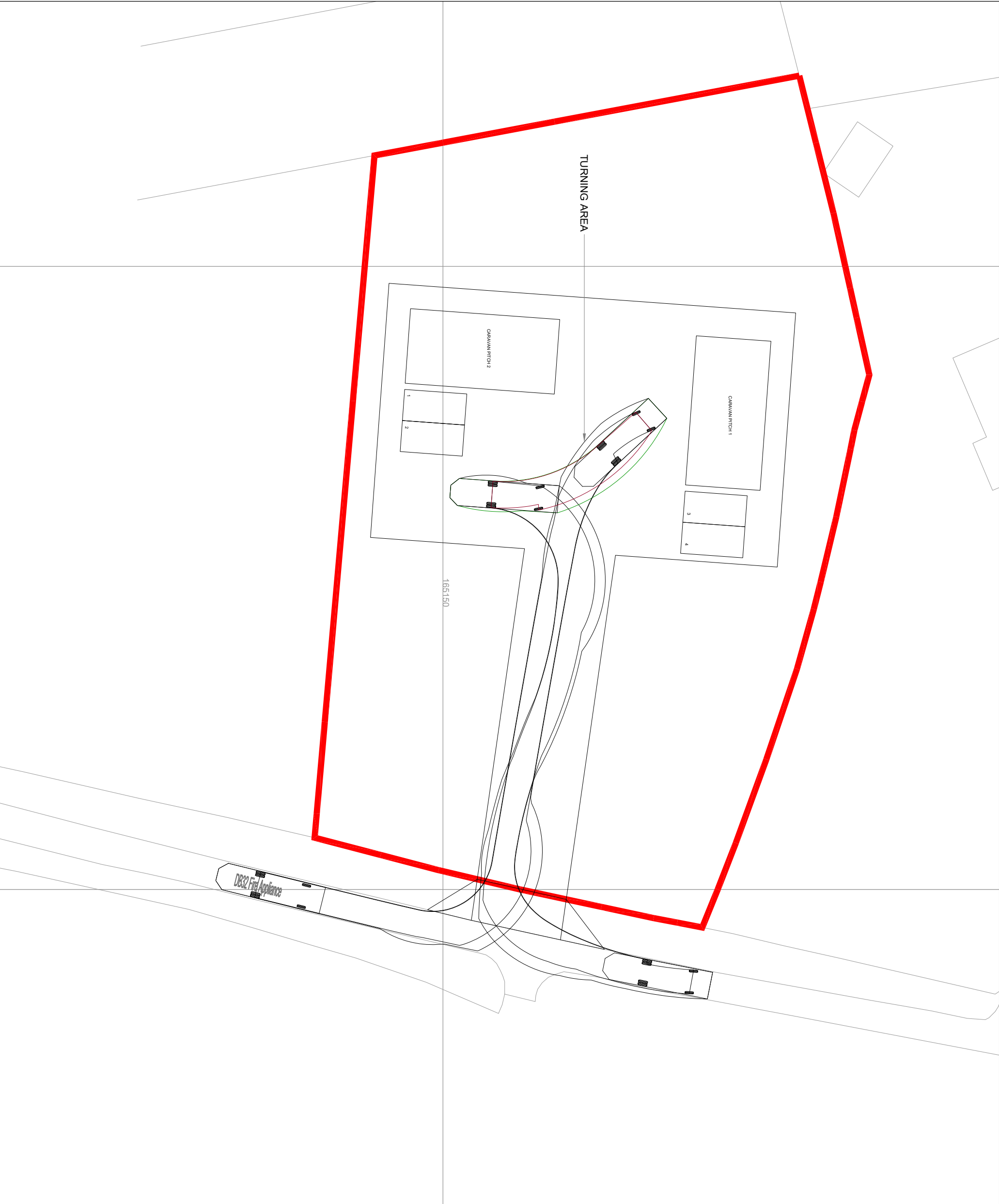
PROJECT TITLE
LAND SOUTH OF VALOIS
WOKINGHAM

DRAWING TITLE
SWEEP PATH ANALYSIS
LWB FIRE TENDER

CLIENT / ARCHITECT

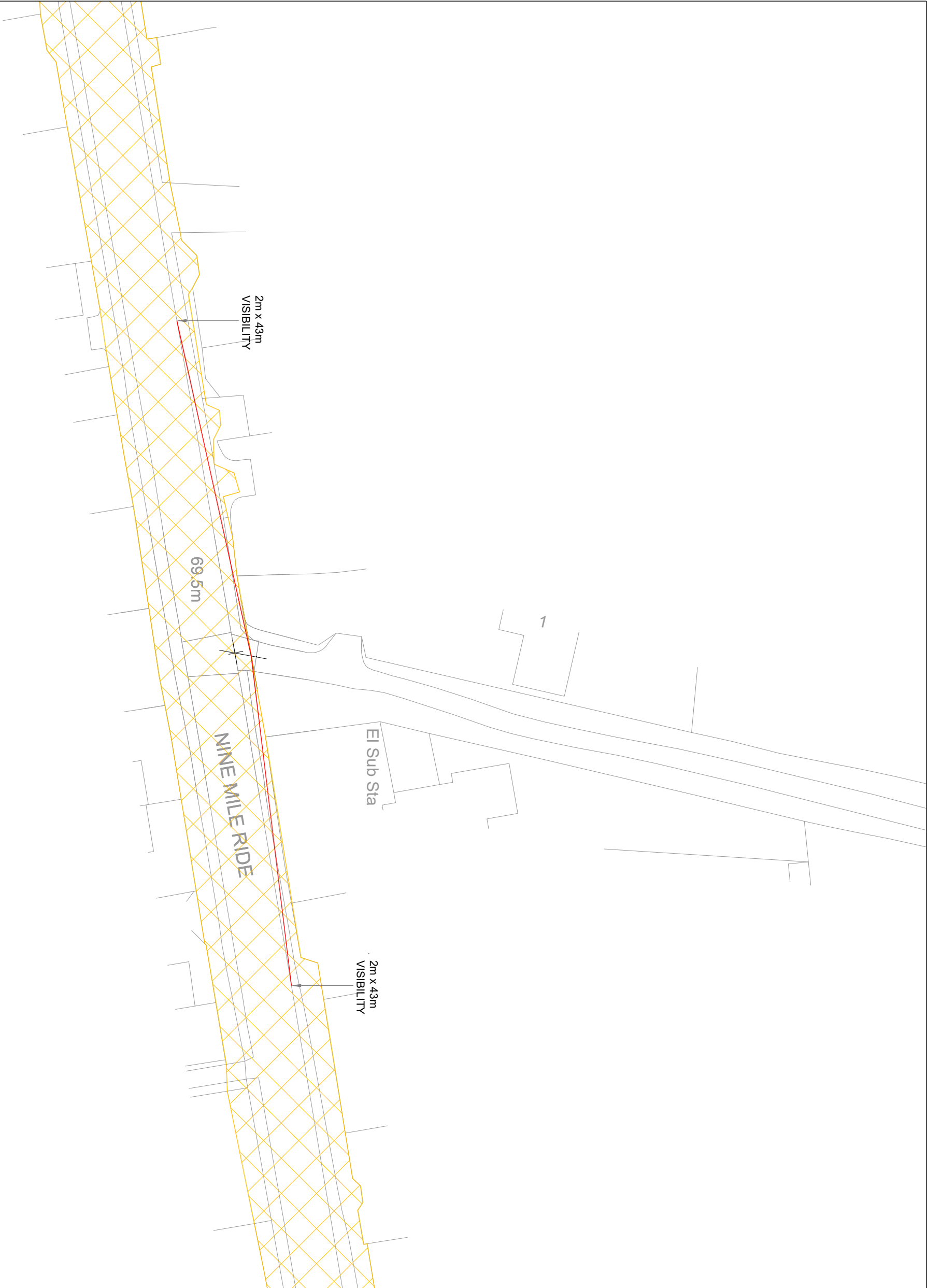
STATUS

SCALE		DRAWN	
1:750	1:250	AT A3	DJA
CHECKED		APPROVED	
DJA		DJA	
DRG SIZE	DATE	DRAWING NUMBER	
A3	20.5.26	002	
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- NOTES:
- VISIBILITY SHOWN AT 2m X 43m IN ACCORDANCE WITH MFS FOR A POSTED SPEED LIMIT OF 30mph.
 - VISIBILITY SPLAYS TO BE KEPT CLEAR OF OBSTRUCTION ABOVE 600mm.
 - OVERHANGING OF VEGETATION TO BE CUT BACK WITHIN THE PUBLIC HIGHWAY WHERE POSSIBLE

 EXTENT OF ADOPTABLE HIGHWAY



REV	DATE	REVISION DETAILS	BY
 2nd & 3rd Floors Northgate House Upper Borough Walls Bath BA1 1RG TELEPHONE : 0117 937 4077			
PROJECT TITLE LAND SOUTH OF VALOIS WOKINGHAM			
DRAWING TITLE EXISTING ACCESS ARRANGEMENTS NINE MILE RIDE			
CLIENT / ARCHITECT			
STATUS			
SCALE	DRAWN		
1:750	AT A3	DJA	
CHECKED	APPROVED		
DJA	DJA	DJA	
DRG SIZE	DATE	DRAWING NUMBER	REV
A3	JUN 26	003	-