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Your Ref: 241933
Our Ref: LIGH0003
Date: 12 February 2026

Planning Services
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RG40 1WR
FAO: Mrs S Morris

Dear Sophie

APPLICATION REF. 241933: LAND WEST OF OLD WOKINGHAM ROAD AND NORTH AND SOUTH OF EASTHAMPSTEAD ROAD, WOKINGHAM

I am writing in connection with the above application, and in particular the revised and additional drawings that were submitted to you on 4th December 2025 in amendment of the application,

You have since requested a written summary of the amendments. We are happy to assist in this respect and provide the information that you have requested below and in the following accompanying documents:

- JSA: Commentary on JSA Drawing Updates
- EDP: Commentary on EDP Drawing Updates

For the sake of clarity and completeness, I enclose with this letter a copy of the updated Drawings and Documents Schedule that accompanied the revised drawings. The Schedule identifies the revised and additional drawings that have been submitted, together with the original drawings that they superseded. The drawings can be broadly grouped according to the consultancy that was responsible for their preparation – John Simpson Associates (JSA – prefixed 'SK'), Environmental Dimension Partnership (EDP – prefixed 'edp'), and Abley Letchford Partnership (ALP – prefixed 'A218'). The Schedule (now v3_260211) has also been updated to reflect the three further revised highway drawings enclosed with this letter, and to include the additional highway drawing (ref. A218_050_P1) also enclosed detailing a swept path analysis for the primary access from Old Wokingham Road.

For summaries of the principal changes depicted in each of the drawings prepared by JSA and EDP I would refer you to the separate Schedules, with associated graphics intended to assist with clarity and understanding, enclosed with this letter that have been prepared by the respective consultancies. The EDP document identifies related items in support of the further amendments that are to follow shortly. In addition, JSA will update the Design and Access Statement.

With regard to the ALP drawings, the identification of the changes is set out below. Please note that WBC 'Reference' corresponds to the matters contained in the Memorandum from Gordon Adam, SDL Highways Development Control, dated 12th February 2025.

Drawing ref.	WBC Reference	Summary Changes
A218_002_P4 [Byway 30 Improvements]	60	Minor adjustments to annotation / background mapping / location map to improve legibility.
A218_022_P3 [Secondary Easthampstead Road Access]	18-26; 44-46; 85	- Revision P3 formed part of the 04.12.25 amendments and added the highway boundary. The PDF is labelled as P3 but the drawing sheet annotation was not updated from Revision P2. This has now been corrected and is attached. It should replace the 04.12.25 version that you have on file and become an amended Plan. - The 04.12.25 revision should also have included swept path analysis and an annotation to the effect that the visibility splays identified (for 30mph) were based on a speed limit reduction linked to the closure of Easthampstead Road and Active Travel intentions, in addition to those facilitated by the application itself. These details were omitted Revision P4, accompanying this letter, includes the omitted contextual details. At the present time, P4 is provided only to aid the assessment of P3, with P3 to remain as the proposed amended plan. Following landowner sign-off, P4 will itself become an amended Plan and I will advise when this is the case.
A218_029_P5 [Byway 30 Crossing Arrangements]	18-26; 47-51	- This is 'for illustration / information' only and comprises a drawing showing how the planning application for the byway area would connect into the proposals either side of it. - Revision P5 formed part of the 04.12.25 amendments and refined the details of the tree survey (showing individual trees rather than a

		group). A refined assessment of arboricultural effects will follow in an AIA update - It is likely that P5 will be further updated to remove the NKH red line and to show any further contextual details that NKH introduce, such as an active travel link to the byway from the NE corner of its application area - Notwithstanding that the layouts for both the NKH and LS sites on either side of the Byway Crossing are illustrative and in outline, swept path analysis for a bus travelling to the east and to the west at 20mph has been undertaken to demonstrate that the link has been designed to sufficient horizontal geometry.
A218_030_P2 [Vigar Way Improvements]	N/A	- Refinement of off-site capacity improvements to Peacock Lane / Vigar Way Roundabouts. Supersedes Appendix K of TA. - Inclusion of stopping sight distance and entry deflection paths.
A218_031_P2 [Western SANG Access]	27-31; 44-46; 85	2 metre footways removed. - Swept path analysis added. - See EDP plans for car park details.
A218_032_P2 [Eastern SANG Access]	27-31; 44-46; 85	- Access relocated a few metres further east to avoid the RPZ of T25. 2 metre footways removed. - Swept path analysis added. - See EDP SANG plans for car park details.
A218_033_P2 [Proposed Peacock Lane Improvements]	N/A	Refinement of presentation of off-site improvements to approved Peacock Lane roundabout scheme based on the submitted planning application for that scheme. Supersedes Appendix J of TA.
A218_034_P3 [Easthampstead Road_	27-31; 47-51	The 04.12.25 revisions (P3) introduced the following changes

Proposed Closure]		• Revised details of bollard locations. • Identification of SANG pedestrian access locations. • Identification of emergency access for Hambridge Farm Area. • Identification of turning head to the east. • Visibility plays and Swept paths added. • The visibility splays are presented based on proposals 30 mph speed limit but this is not communicated on the plan itself. A revision will be presented in due course to include a proposed 30mph limit on the drawing.
A218_041_P5 [Primary Old Wokingham Road Access]	18-26	• 3-arm, 40m ICD roundabout moved south to retain the copse. • Proposed access design drawn to topographic survey and highway boundary. • Land boundary assessment (drawn to OS) showing amended planning application red line, highway boundary and administrative areas. Forward visibility Stopping Sight Distances are shown for a 40-mph design speed. • Further commentary on the red line is provided below. • In support of A218_041_P5, the additional drawing (A218-50 P1 - not part of the 04.12.25 suite) accompanying this letter shows swept path analysis for all movements of a bus and a large car using the roundabout. As shown, the proposed arrangement is adequate to accommodate these regular movements.

As a consequence of the amendments (across the full suite of revised drawings), including repositioning the principal access to the site from Old Wokingham Road, in part to avoid impacting on the existing copse, an adjustment to the red line (amounting to approximately 0.02ha) has been made along the eastern site boundary. The adjustment amends the site boundary to exclude two areas of land within the administrative area of Bracknell Forest Council (BFC) which are no longer required. The submitted application included drawing LWP-1978-P01 which identified the areas within BFC. These are the areas that the amendment to the red line removes from the planning application. The amended application site is now entirely within the

administrative area of WBC, and is therefore no longer a cross-boundary application. I would emphasise that the adjustments to site area are *de minimis* in the context of the overall site area, and in the nature of a reduction. The principal access has been carefully repositioned so that works associated with its delivery, within BFC, are within the publicly maintainable highway (in this case 'ancient highway').

With regard to the quantum of Affordable Housing, as detailed in the Planning Statement, it is in accordance with current policy requirements set out in WBCS Policy CP5. Whilst appreciating that there is an aspiration in the emerging Local Plan Update to increase the target to 40%, the salient policy provisions have been subject to objection, and the viability evidence by which they are supported has been contested. As such, the emerging revised policy provisions can be afforded little weight.

This letter, and the enclosed explanations of the 04.12.25 amendments (Revision reference now corrected in part to address contextual detail) overlapped with an email from Connor Corrigan titled 'South Wokingham Extension outstanding highway matters' (Feb 3rd 17:12). My clients acknowledge that E-Mail, and will respond in due course.

We would be pleased to meet with you to discuss the 04.12.25 amendments, and to understand the LPA's position on any matters that it considers outstanding.

Yours sincerely

A solid black rectangular box used to redact the signature of Dr Thomas S Roche.

Dr Thomas S Roche

BA (Hons) PhD BTP (Dist) MRTPI

Director

Encs