

Project Title:	Priors Farm, South Wokingham SDL
Project No/ Document Reference:	A218 – R062
Date:	18 May 2026
Author:	TDM

FC Highways : Matters & Clarifications

1. Context

- 1.1. This Technical Note responds to Bracknell Forest Council's highway consultation comments dated 27th March 2026, received a number of weeks later on 6th May 2026 via Katie Andrews at BFC. For ease of reference, a copy of the comments and supplementary queries raised by highway officers at BFC which are addressed within this Technical Note are appended at **Appendix A**.
- 1.2. This Note also contains commentary on updated versions of highway improvement drawings and junction assessments, requested by BFC on a Teams call at 2pm on Friday 17th April 2026. A number of these drawings have already been circulated as drafts for discussion to enable Bracknell Forest Council (BFC) and Wokingham Borough Council (WBC) to provide their input and thereby allow their recommendations to be incorporated where appropriate.
- 1.3. The Priors Farm planning application was submitted in the summer of 2024 (WBC Planning Ref : 241933). It was a hybrid application comprising an outline application with all matters reserved except means of access for a mixed use, residential-led development (up to 850 dwellings) including a neighbourhood centre (Use Classes E and/or F) public open space, play areas, allotments, drainage and other infrastructure, landscaping and demolition of existing buildings on the site; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG) with associated car parking and landscaping.
- 1.4. The Priors Farm Site forms a large part of the SDL Extension within Wokingham's Local Plan Update (LPU) which is currently progressing through the EiP staged-process.
- 1.5. The planning application was originally supported by a comprehensive Transport Assessment Report which was informed from results obtained from WBC's WSTM3 traffic model which, at that time, was the relevant strategic transport model. The Transport Assessment Report presented analysis of 17 junctions including the new site access roundabout on Old Wokingham Road and junctions further afield, including those located within Bracknell Forest Council.
- 1.6. Due to elapsed time, the updated WSTM4 traffic model was then required to be used at the Applicant's expense. Results from the updated modelling, which was undertaken in the summer of 2025, were submitted to Wokingham Borough Council in December 2025.





2. Structure of Technical Note

2.1. This Technical Note provides the following further transport related information which is informed by the updated WSTM4 traffic modelling results:

- The Site Access Roundabout junction and associated s278 considerations (Drawing within **Appendix B**).
- Easthampstead Road / Old Wokingham Road Junction & Proposed Signalised Crossing to the south linking with West Road - Off-site highway mitigation. (Drawing within **Appendix C**)
- Public Rights of Way Crossings – Off-site highway mitigation. (Drawing within **Appendix D**).
- Highway Safety Assessment using COBALT methodology of the Easthampstead Road / Old Wokingham Road Junction (already submitted under separate cover - Report Ref: A218-R058).
- Updated Junction Testing at Bracknell Off-site Junctions & Site Access (submitted under separate cover - Report Ref: A218-R060).

3. Site Access Roundabout Junction onto Old Wokingham Road

BFC Comment:

The 'Ancient Highway Corridor' marked on plan A218-041 revision P6 (Proposed Site Access Old Wokingham Road) does not accord with BFC's ancient highway definition, which is roadside edge of a ditch where present. Also, the proposals require changes on BFC's highway network to achieve the roundabout design proposed.

Of particular concern is that the roundabout circulatory and exit arm appears to include third party land to the east of the roadside edge of the ditch (the opposite side of Old Wokingham Road from the site).

The applicant is likely to need to make an application to Bracknell Forest Council for the access to include the area between the ancient highway and red-line and also to ensure that the highway changes are acceptable in principle. The 1m verge shown of this drawing is insufficient, 2.0m verges are needed to accord with the Council's Highways Guide for development and to ensure that there is sufficient space for street lighting, which will be required for a roundabout of this type. Lighting of the junction may have biodiversity and tree impacts and the Council's tree service should be consulted.

- 3.1. BFC Highways state above that the Ancient Highway boundary as shown on Drawing A218-041/P6 does not accord with BFC's ancient highway definition.
- 3.2. Drawing A218-41/P6 submitted for outline planning application faithfully reproduces the 'Ancient Highway Corridor' which was obtained from BFC's records. In this respect, BFC's records depict the full extent of the corridor based on OS mapping which is exactly how the corridor was represented on the Access Drawing.
- 3.3. We are fully aware that BFC adopts a 'general rule' which presumes the likely boundary of an Ancient Highway is the fence, hedge or wall of the adjoining properties. However, if there is a ditch present then BFC presumes the boundary would be the road side edge of the ditch. For the avoidance of any doubt, the proposed access roundabout has been designed to fully adhere to this presumed criteria.



- 3.4. To aid considerations for this matter, the proposed access roundabout design has been overlaid onto topographical survey information as shown on the Drawing No. A218-063/P2 (**Appendix B**). The Drawing includes a more defined definition of the Ancient Highway Boundary based on BFC's presumed criteria using features defined by the topographical survey supplemented by observations undertaken on site. This includes the identification of ditch locations, verified on the ground by way of site visits.
- 3.5. The updated drawing demonstrates more clearly that the proposed roundabout can be accommodated within the existing highway corridor and land within the Applicant's control. This includes allowance to deliver a 2m wide verge within the highway boundary as requested by BFC.
- 3.6. BFC raises a specific concern that "*the roundabout circulatory and exit arm appears to include third party land to the east of the roadside edge of the ditch (the opposite side of Old Wokingham Road from the site)*". This is simply not the case. No works associated with the proposed roundabout circulatory and exit arm shown on the access drawing utilise any land to the eastern side of Old Wokingham Road. Indeed, the works for the roundabout promote a realignment of the carriageway to the west, thereby creating more verge space within existing highway land on the eastern side. There is therefore no requirement for any 3rd party land to deliver the proposed access roundabout.
4. **Easthampstead Road / Old Wokingham Road Junction & Proposed Signalised Crossing between Easthampstead Road and West Road**

BFC Comment:

Comments on Drawing A218-057 revision P3. The proposed crossing is in a 40mph speed limit area, which is unlikely to be acceptable for an isolated crossing. No details of the visibility from the crossing have been provided, and visibility from the western side of the crossing to the north is likely to be insufficient, with a resulting impact on highway safety.

The proposed footway stub on Easthampstead Road does not appear to link to a defined pedestrian route into the parcel nor a defined pedestrian route along West Road

No provision for cyclists has been set out

Details of street lighting will need to be provided for a new crossing of this type. There may be insufficient highway margin to position them

Solid white line markings have been proposed, but this is highway which is in BFC control and would require a Section 278 agreement

No assessment of the safety of the Easthampstead Road junction has been provided. With additional through traffic on Old Wokingham Road from the development it is likely that vehicles would try to exit in too small gaps causing collisions, which are already a regular occurrence at this junction. A comprehensive junction redesign is required, incorporating pedestrian provision as part of the junction design, not a standalone crossing



- 4.1. Regarding the proposed crossing improvement illustrated on Drawing No. A218-057/P3 and the comments from BFC provided above, we would note that Design guidance available in the UK does not generally specify an upper speed limit for the provision of a crossing on public highway, subject to the provision of appropriate Stopping Sight Distances and advanced warning signage.
- 4.2. It is acknowledged that the Annex to CD143 – Designing for Walking, Cycling and Horse-riding (guidance for crossings adjacent to the Motorway or all-purpose trunk road network) states in para E4.5 that “*stand alone controlled crossings for pedestrians and cyclists shall not be provided where the 85th speed exceeds 50mph*”. However, the guidance also states in para E4.3 that “*For the assessment of pedestrian crossings LTN 1/95 and 2/95 shall be used*”.
- 4.3. LTN 2/95 states: “*2.9.1 Where a signal-controlled crossing is sited on a road where the speed limit or 85 percentile speed on any approach is 50mph or greater, advance warning signs to diagram 543, Traffic Signs Regulations and General Directions 1994 should always be used*” (now Diagram 543 Under Traffic Signs Manual Chapter 6). Traffic Sign Manual Chapter 6 also indicates that where 85th speeds are between 36 – 40mph the above advance warning sign should only be installed if forward visibility is less than 100m.
- 4.4. Given that the posted speed limit is 40mph and that the proposed crossing is not an isolated feature but a part of several highway improvements and alterations being delivered along the Old Wokingham Road corridor as part of the Priors Farm development, the provision of the signalised crossing is considered to be entirely appropriate.
- 4.5. Drawing No. A218-057/P3 clearly shows Stopping Sight Distances of 120m both northbound and southbound to the proposed signals heads (in the bottom right viewport), as is required for a signalised crossing.
- 4.6. West Road is a quiet private road which understandably currently operates in the form of a ‘shared surface’. Similarly, Easthampstead Road in turn will benefit from the point closure accompanying the Priors Farm development proposals, becoming a quiet rural lane serving Active Travel and modest access demand to a new SANG car park and existing occupiers. The design clearly indicates provision for cyclists and pedestrians with 3m shared footway / cycleways leading from West Road and Easthampstead Road up to the crossing point on Old Wokingham Road which is entirely appropriate for the expected level of use the facility will experience.
- 4.7. Details relating to lighting design and the provision of road markings are matters that can be addressed through the subsequent S278 Technical Approval process in the normal manner. Notwithstanding, at this stage it is evident that there is sufficient highway land along the eastern edge of Old Wokingham Road for the provision of street lighting.
- 4.8. Further to the standard assessment of highway safety through review of collision data undertaken in the originally submitted Transport Assessment, which at the time indicated a single collision within the five-year period, an additional assessment of the safety at the Easthampstead Road / Old Wokingham Road junction has been undertaken in Abley Letchford Technical Note Ref : A218-R058 using the DfT ‘COBALT’ methodology.



- 4.9. This demonstrates that the proposed development and associated Easthampstead Road point closure would result in a significant reduction (approximately 45%) in predicted Personal Injury Accidents by the 2040 design year. The assessment confirms that the proposals would materially improve, rather than worsen, highway safety at this location.
- 4.10. Since the receipt of these comments, ongoing engagement with BFC has resulted in further refinement of the proposed design, as set out on Drawing A218-069/P2 (**Appendix C**). These works will be provided to complement the highway safety benefits which will accrue from the point closure along Easthampstead Road.
- 4.11. BFC have provided further comments relating to the proposed Easthampstead Road / Old Wokingham Road improvement scheme via email on Wednesday 6th May 2026 stating:

BFC Comment:

With regard to STOP signs and markings, Traffic Signs Manual Chapter 3 sets out that new STOP sign locations should not be created:

“2.1.3. It is expected that most junctions that satisfy the criteria for STOP signs already have signs in place. New junctions should not be constructed with very poor visibility, so the provision of new STOP signs should be exceptional. Consultation with the police for their support on enforcement is recommended.

2.2 Visibility criteria

2.2.1. STOP signs, other than at junctions with tramways, should be provided only where visibility is so restricted that it is essential for drivers to stop before entering the major road (see 2.5 for railway and tram crossings). The sign will be well respected only if drivers can see the need for it. The possibility of making a visibility improvement at a junction should always be investigated before considering a STOP sign.”

- 4.12. The proposed layout provides full 2.4 m x 120 m visibility splays. On this basis, STOP markings are not strictly required under the guidance. However, whilst reference is made to TSM Chapter 3, much of this guidance relates to new junctions, with visibility standards based on 85th-percentile speeds. For existing junctions, the need for STOP control (TSM3 paragraph 2.2.2) is influenced by a wider range of factors, including traffic volumes, minor-arm gradient, collision history, alignment, and other site-specific difficulties.
- 4.13. Highway safety and mainline AADT were central to BFC’s request for additional measures (alongside the proposed closure of Easthampstead Road to through traffic). In particular, BFC highlighted pass-through collisions where drivers fail to stop and have collided into the wall opposite. The incorporation of a Stop sign is therefore considered a worthy component of the robust package of measures to mitigate accident risks at this location. Should however BFC consider that a ‘give way’ arrangement is sufficient in the context of the significant reduction traffic utilising Easthampstead Road; the accident analysis results; and the other safety features being proposed at the junction, then this minor amendment can be made as the scheme progresses through the subsequent s278 Technical Approval process in the normal manner.
- 4.14. In addition, BFC have also posed the following questions via email on 6th May 2026:



BFC Comment:

“can you confirm if the Easthampstead Road junction proposal has been tracked for any commercial vehicle from the retained commercial uses along Easthampstead Road? From a quick look it would appear a refuse lorry has been tracked and that has not been tracked turning right into and out of Easthampstead Road and it will need to be. This will need to be done to establish the impact on the changes to the junction you propose. Also, with the cycleway extending into Easthampstead Road is there sufficient spaces to do this without compromising the ditch and tree boundary opposite the site? I would add that the new fence around the safeguarded land should be set back a bit more from the road edge than shown on approach to the junction. At least 2m is advised and the revised ditch line needs to be shown.”

- 4.15. The two left-turn manoeuvres shown on drawing originally submitted represent the worst-case manoeuvres and were included to demonstrate that large vehicles can both ingress and egress the junction safely. For the avoidance of any doubt, additional swept paths for all movements have been undertaken and are illustrated on Sketch No. A218– SK024 (**Appendix C**).
- 4.16. In respect of vehicles requiring access to the existing businesses, our investigations indicate that the largest vehicle currently in regular use is broadly equivalent to a 10m pantechicon. The WBC refuse vehicle used in the analysis is almost 12m in length and as such the swept paths undertaken provide a robust assessment.
- 4.17. Regarding the roadside ditch, observations from site indicate that there is approximately a 3m verge between the carriageway edge and the ditch in the vicinity of the proposed works, with all trees located on the field side of the ditch. On this basis, the scheme shown represents a robust concept design which could be delivered through an appropriate engineering solution, either by stabilising the ditch within WBC control using accepted construction methods or, given that Easthampstead Road will be closed to through traffic, by narrowing the existing carriageway width (c. 6 m) to deliver the 3 m footway/cycleway without affecting the ditch at all. Again, if deemed necessary, minor amendments can be made as the scheme progresses through the subsequent s278 Technical Approval process in the normal manner.

5. Public Rights of Way Crossing of Old Wokingham Road

BFC Comment:

Comments on Drawing A218-055 revision P2. The proposal is unworkable as there is insufficient land to achieve the footway section proposed as the ancient highway boundary is drawn incorrectly. Furthermore, appropriate visibility splays cannot be achieved.

What is required is a diversion of the public right of way within Wokingham so that it joins that in Bracknell and a crossing provided at that point, further from the bend to the north.

- 5.1. The proposed crossing improvement shown on Drawing No. A218-055/P2 was one of two options presented as part of on-going discussions with WBC and BFC highways.
- 5.2. As BFC are aware, the alternative option, which locates the crossing point further south, is being brought forward as the preferable solution under Drawing No. A218-060/P4 (**Appendix D**), with visibility provided in accordance with the posted 40mph speed limit.



- 5.3. Details of how the Public Right of Way will be treated as it crosses the Applicant's land will be agreed with the WBC as this is the relevant highway authority.

6. Updated Junction Testing at Bracknell Junctions

BFC Comment:

No modelling of other junctions on the network has been provided to-date to demonstrate that an unconstrained access to the development in this location can be accepted. If there are capacity constraints at junctions on BFC's network, the amount of development served from the proposed access onto Old Wokingham Road will need to be restricted within the development. As an absolute minimum, junction modelling is required for:

- Peacock Lane / Old Wokingham Road / Waterloo Road approved roundabout design;
- Old Wokingham Road / Nine Mile Ride roundabout.
- Old Wokingham Road / Easthampstead Road / West Road; and
- Roundabouts on Peacock Lane – Sparrowhawk Way, Vigar Way, Osprey Avenue.

- 6.1. Notwithstanding the previous modelling work undertaken in the originally submitted Transport Assessment (Abley Letchford Report Ref : A218 – R024, Tables 6.4 / 6.5 and 6.12), updated modelling has been undertaken using the latest WSTM4 data, in accordance with BFC's request. The results of this updated analysis are presented in **Abley Letchford Report Ref : A218 – R060** which is provided under separate cover.
- 6.2. The updated assessments demonstrate that the improvement schemes which have already been secured on the surrounding network accompanying the approved South Wokingham SDL development can accommodate the cumulative traffic which would be generated by the proposed developments at Priors Farm, Pearce's Farm and at the Pudner Land. Moreover, the updated analysis demonstrates that, with the point closure of Easthampstead Road and the accompanying proposals aimed at further enhancing safety at its junction with Old Wokingham, the development proposals would deliver betterment at this location. It is also evident from the updated capacity analysis that traffic arising from the proposed development would not result in any significant impacts at the junctions further afield.
- 6.3. Overall, the assessments confirm that the proposed development would not result in any severe residual cumulative impacts on the operation of the surrounding highway network, in accordance with national planning policy. Subject to the delivery of the identified mitigation measures, the proposed development is therefore considered acceptable in highway and transport terms.

7. Conclusion

- 7.1. This response to BFC's highway comments provides the necessary clarification to demonstrate that all of the concerns raised have been satisfactorily addressed.
- 7.2. For the avoidance of doubt, the proposed access roundabout on Old Wokingham Road is deliverable within the highway corridor and land under the Applicant's control. Specifically, **Drawing No. A218-063/P2** demonstrates that there is no reliance on 3rd party land to the eastern side of the corridor, even when based on BFC's presumed criteria for Ancient Highway that limits the highway extents to the roadside edge of a ditch.



- 7.3. Similarly, for the reasons set out in this Technical Note, **Drawing No. A218-069/P2** demonstrates that BFC's comments relating to design speed, visibility splays, swept paths, cycle provision, road signs and verge widths have been accommodated within the design of the Easthampstead Road / Old Wokingham Road junction improvement and signal crossing scheme.
- 7.4. The proposed Public Right of Way crossing of Old Wokingham, Road is depicted on **Drawing No. A218-060/P4** which demonstrates that the works can be delivered within highway land, including the provision of satisfactory visibility splays.
- 7.5. The findings of the updated junction analysis undertaken using the updated WSTM4 traffic model flows are presented separately within **Abley Letchford Report Ref : A218 – R060**. The assessments confirm that the proposed development would not result in any severe residual cumulative impacts on the operation of the surrounding highway network, in accordance with national planning policy. Subject to the delivery of the identified mitigation measures, the proposed development is therefore considered acceptable in highway and transport terms.



Appendices



Appendix A

racknell Forest Council Highway Comments and Correspondence

Memorandum: Consultee Response (Planning)

To:	Katie Andrews	Direct Line:	Development Management
From:	Andy Wells	Ext No.	
Consultee:	Highways	Dated:	27/03/2026, 14:59
Ref:	PA/2026/0221		
Proposal:	Hybrid application comprising an outline application with all matters reserved except means of access for a mixed use, residential-led development (up to 850 dwellings) including a neighbourhood centre (Use Classes E and/or F) public open space, play areas, allotments, drainage and other infrastructure, landscaping and demolition of existing buildings on the site; and a full application for the proposed Suitable Alternative Natural Greenspace (SANG) with associated car parking and landscaping.		
Location:	Land west of Old Wokingham Road and North and South of, Easthampstead Road, Wokingham		

BFC Highways Response

Proposed Roundabout Access

The 'Ancient Highway Corridor' marked on plan A218-041 revision P6 (Proposed Site Access Old Wokingham Road) does not accord with BFC's ancient highway definition, which is roadside edge of a ditch where present. Also, the proposals require changes on BFC's highway network to achieve the roundabout design proposed.

Of particular concern is that the roundabout circulatory and exit arm appears to include third party land to the east of the roadside edge of the ditch (the opposite side of Old Wokingham Road from the site).

The applicant is likely to need to make an application to Bracknell Forest Council for the access to include the area between the ancient highway and red-line and also to ensure that the highway changes are acceptable in principle. The 1m verge shown of this drawing is insufficient, 2.0m verges are needed to accord with the Council's Highways Guide for development and to ensure that there is sufficient space for street lighting, which will be required for a roundabout of this type. Lighting of the junction may have biodiversity and tree impacts and the Council's tree service should be consulted.

No modelling of other junctions on the network has been provided to-date to demonstrate that an unconstrained access to the development in this location can be accepted. If there are capacity constraints at junctions on BFC's network, the amount of development served from the proposed access onto Old Wokingham Road will need to be restricted within the development. As an absolute minimum, junction modelling is required for:

- Peacock Lane / Old Wokingham Road / Waterloo Road – approved roundabout design;
- Old Wokingham Road / Nine Mile Ride – roundabout;
- Old Wokingham Road / Easthampstead Road / West Road; and
- Roundabouts on Peacock Lane – Sparrowhawk Way, Vigar Way, Osprey Avenue.

Proposed Crossing between Easthampstead Road and West Road

Comments on Drawing A218-057 revision P3. The proposed crossing is in a 40mph speed limit area, which is unlikely to be acceptable for an isolated crossing. No details of the visibility from the crossing have been provided, and visibility from the western side of the crossing to the north is likely to be insufficient, with a resulting impact on highway safety.

The proposed footway stub on Easthampstead Road does not appear to link to a defined pedestrian route into the parcel nor a defined pedestrian route along West Road.

No provision for cyclists has been set out.

Details of street lighting will need to be provided for a new crossing of this type. There may be insufficient highway margin to position them.

Solid white line markings have been proposed, but this is highway which is in BFC control and would require a Section 278 agreement.

No assessment of the safety of the Easthampstead Road junction has been provided. With additional through traffic on Old Wokingham Road from the development it is likely that vehicles would try to exist in too small gaps causing collisions, which are already a regular occurrence at this junction. A comprehensive junction redesign is required, incorporating pedestrian provision as part of the junction design, not a stand alone crossing.

Public Rights of Way Crossing

Comments on Drawing A218-055 revision P2. The proposal is unworkable as there is insufficient land to achieve the footway section proposed as the ancient highway boundary is drawn incorrectly. Furthermore appropriate visibility splays cannot be achieved.

What is required is a diversion of the public right of way within Wokingham so that it joins that in Bracknell and a crossing provided at that point, further from the bend to the north.

Summary	Bracknell Forest Council as Highway Authority objects and recommends that the application is refused. The proposed access and pedestrian provision is unworkable as the ancient highway boundary has been incorrectly drawn. A full junction design is required at Easthampstead Road/Old Wokingham Road, incorporating pedestrian provision. The public right of way within Wokingham needs to be diverted to avoid an impossible to deliver section of footway on the eastern side of Old Wokingham Road. No modelling of other junctions on the network has been provided to-date to demonstrate that an unconstrained access to the development in the proposed location can be accepted. If there are capacity constraints at junctions on BFC's network, the amount of development served from the proposed access onto Old Wokingham Road will need to be restricted within the development. As an absolute minimum, junction modelling is required for: • Peacock Lane / Old Wokingham Road / Waterloo Road – approved roundabout design; • Old Wokingham Road / Nine Mile Ride – roundabout; • Old Wokingham Road / Easthampstead Road / West Road; and Roundabouts on Peacock Lane – Sparrowhawk Way, Vigar Way, Osprey Avenue
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Peter Jones

From: Andy Wells <Andy.Wells@bracknell-Forest.gov.uk>
Sent: 06 May 2026 14:09
To: James Overend; Alan Lewis; Connor Corrigan; Sophie Morris; James Turner
Cc: Phil Chichester; Richard Walker; James Sorrentino; Oliver Kubicki; Thomas Moloney; Alexander Golding
Subject: RE: Priors Farm - submission of additional highway information [Filed 06 May 2026 14:35]

Categories: Filed by Mail Manager

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Hi James O,

With regard to STOP signs and markings, Traffic Signs Manual Chapter 3 sets out that new STOP sign locations should not be created:

2.1.3. It is expected that most junctions that satisfy the criteria for STOP signs already have signs in place. New junctions should not be constructed with very poor visibility, so the provision of new STOP signs should be exceptional. Consultation with the police for their support on enforcement is recommended.

2.2 Visibility criteria

2.2.1. STOP signs, other than at junctions with tramways, should be provided only where visibility is so restricted that it is essential for drivers to stop before entering the major road (see 2.5 for railway and tram crossings). The sign will be well respected only if drivers can see the need for it. The possibility of making a visibility improvement at a junction should always be investigated before considering a STOP sign.

The proposed safeguarded visibility of 120m is greater than that in Table 2-1 of Traffic Signs Manual Chapter 3 to justify STOP signage or markings.

Kind regards,

Andy

Andy Wells
Senior Development Management Engineer
Place Directorate
Bracknell Forest Council

[01344 351212](tel:01344351212)
Andy.Wells@bracknell-Forest.gov.uk
www.bracknell-forest.gov.uk

From: James Overend <joverend@ableyletchford.co.uk>
Sent: 06 May 2026 13:27
To: Alan Lewis <alan.lewis@wokingham.gov.uk>; Connor Corrigan <connor.corrigan@wokingham.gov.uk>; Sophie Morris <sophie.morris@wokingham.gov.uk>; Andy Wells <Andy.Wells@bracknell-Forest.gov.uk>; James Turner <James.Turner@bracknell-forest.gov.uk>
Cc: Phil Chichester <phil@lightwoodstrategic.com>; Richard Walker <richard@lightwoodstrategic.com>; James Sorrentino <james@lightwoodstrategic.com>; Oliver Kubicki <oliver@lightwoodstrategic.com>; Thomas Moloney <tmoloney@ableyletchford.co.uk>; Alexander Golding <agolding@ableyletchford.co.uk>
Subject: Priors Farm - submission of additional highway information
Importance: High

Dear All,

Following our productive Teams call on 17th April and the insightful annotated comments from BFC (057 P2) regarding the EHRd/OWR junction, I am pleased to share our updated annotated plan (069 P2). This revised plan now incorporates the safety features that, after closer examination of WBC/ BFC's comments, appear feasible and have been included within the junction design for your review and approval. Your feedback will be invaluable as we move forward.

We also attach the COBALT-based accident analysis findings requested by WBC, which compare the development scenarios. This information is presented in Technical Note form (R058), including an explanation of the methodology's scope and limitations. As expected, the analysis indicates a substantial improvement in accident predictions due to the significant reduction in traffic flows on EHRd (034 P4 and 062 P6). The safety enhancements detailed in Dwg (069 P2) are not reflected in the methodology of the COBALT accident calculation, meaning the forecasted reduction is a minimum, with further gains anticipated from the physical safety improvements. If you would like any of the attachments in CAD versions, please let Tom and me know and we will send across.

Junction tests using turning count data from WSTM4, covering the junctions BFC listed during our call, are nearly complete, and we will forward the results and a summary note shortly.

Subject to the junction testing and the forthcoming bus strategy version for WBC to support HoTs, we believe all outstanding information required to determine a highways position for the Lightwood application at Priors Farm has been provided. Given this progress and the pressing project timeline, we would appreciate an interim written response confirming this status.

The last items addressing minor queries on the adjacent and separate applications for Pudner (active travel link) and NKH (ES Addendum material) are also nearing completion, with remaining highways information to be issued in the next couple of weeks.

We look forward to your comments and hearing from you soon.

Regards, James

James Overend | Regional Director

Tel: **0118 237 1736** | Mobile: **07876 576284**

Em il: joverend@bleyletchford.co.uk | Website: bleyletchford.co.uk



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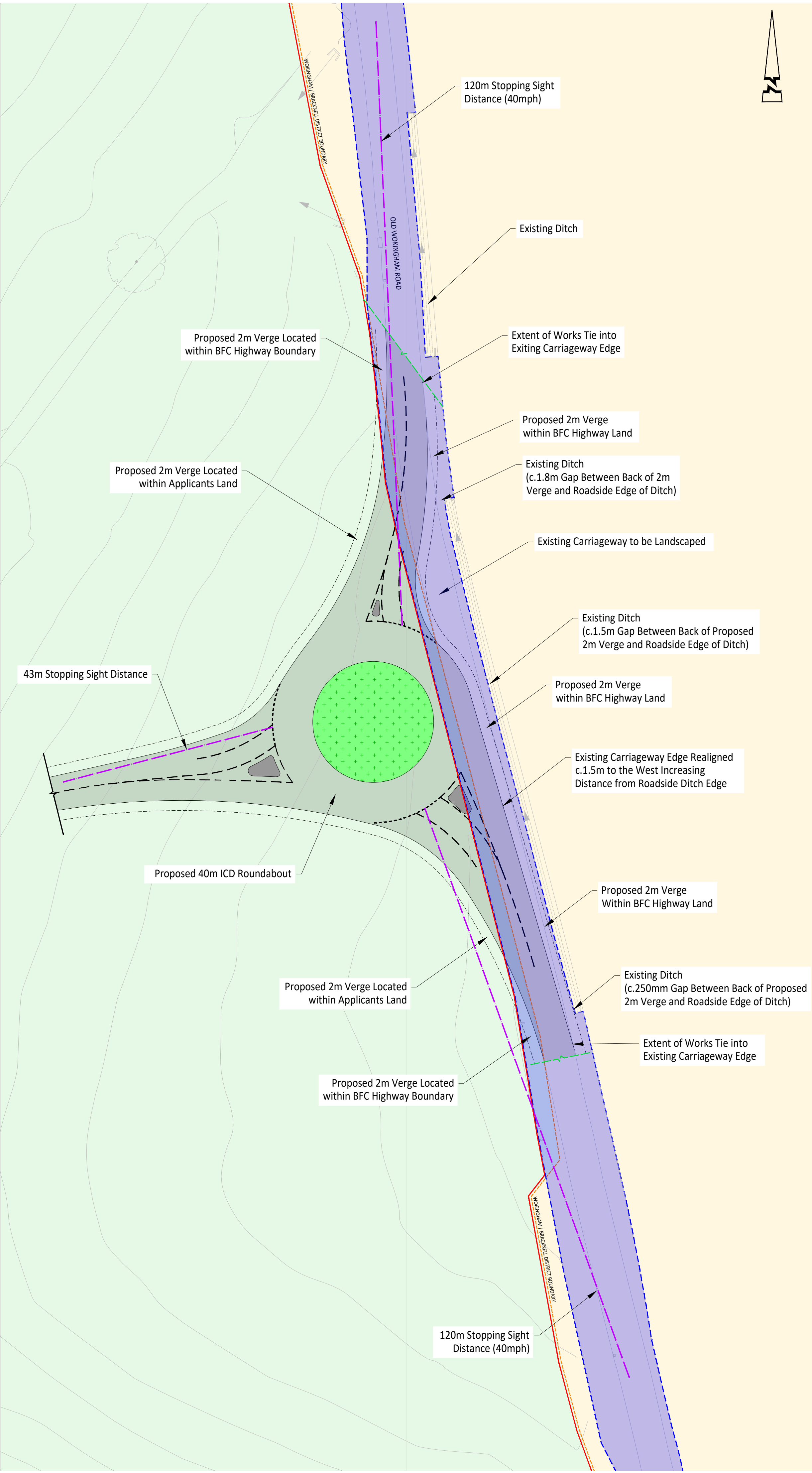
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Appendix

Drawing No. A218-063/P2
Proposed Access Roundabout



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KEY

- Application Redline Boundary
- Ancient Highway Extents
- Wokingham / Bracknell District Boundary Line
- Wokingham Council
- Bracknell Forest Council
- Extent of Proposed Works

Notes:

- Ancient Highway Extents have been defined using topographic survey based on BFC Criteria
- Roundabout Design is Shown Drawn to Topographical Survey

P2	05.26	Verges Increased to 2m and Additional Notes	TDM	JO
P1	03.26	First Issue	TDM	PJ
Rev	Date	Description	Drawn	Checked

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Client

LIGHTWOOD STRATEGIC

Project

**SOUTH WOKINGHAM SDL
SDL EXTENSION,
PRIORS FARM**

Title

**PROPOSED ACCESS
HIGHWAY BOUNDARY PLAN
(BASED ON TOPO SURVEY)**

Status

PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A2	MARCH 2026	TDM	PJ

Drawing No	Revision
A218-063	P2

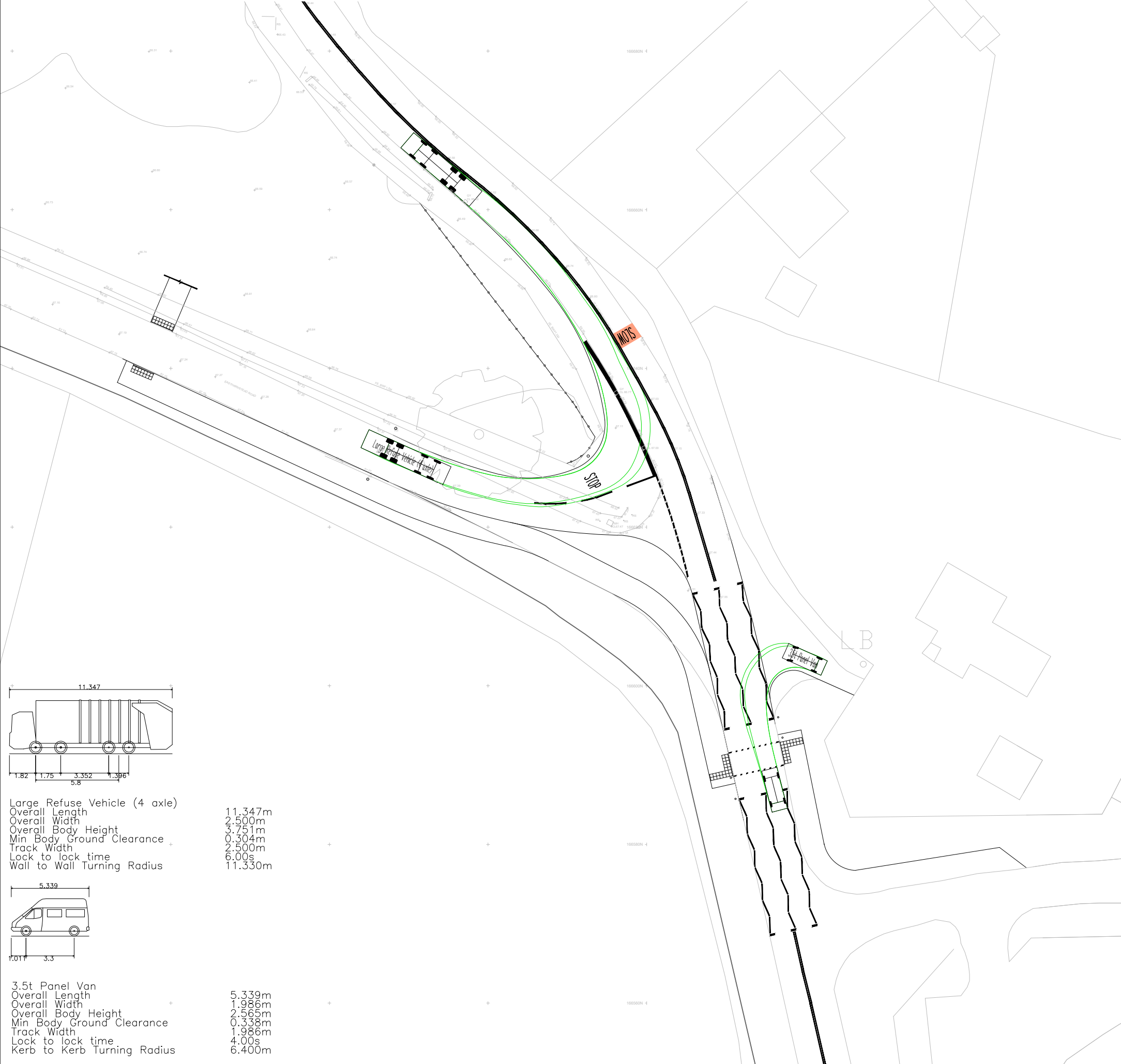


Appendix C

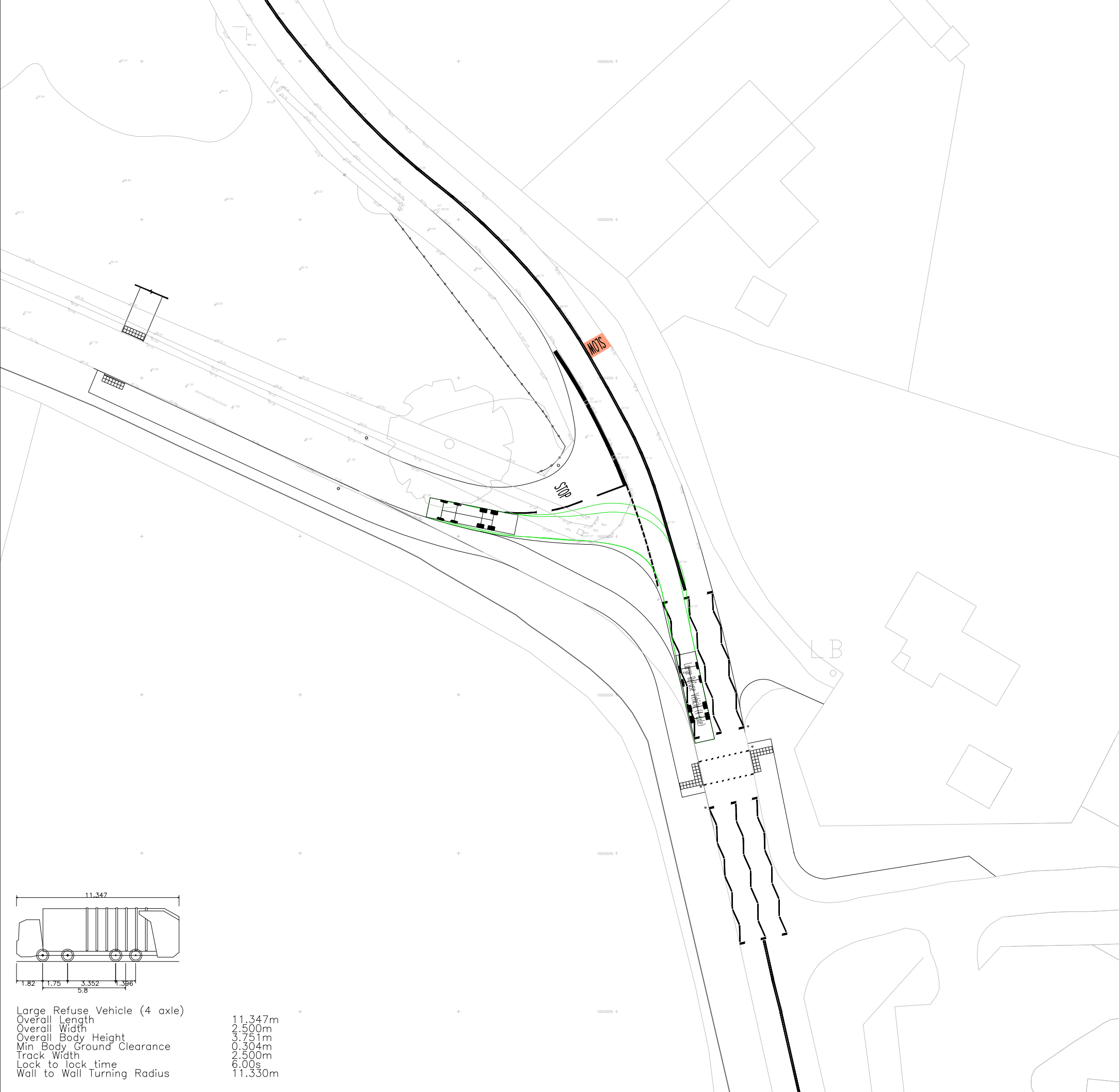
Drawing No. A218-069/P2
Old Wokingham Rd / Easthampstead Rd Junction Improvement

Sketch No. A218-SK024
Ancillary Swept Path Analysis

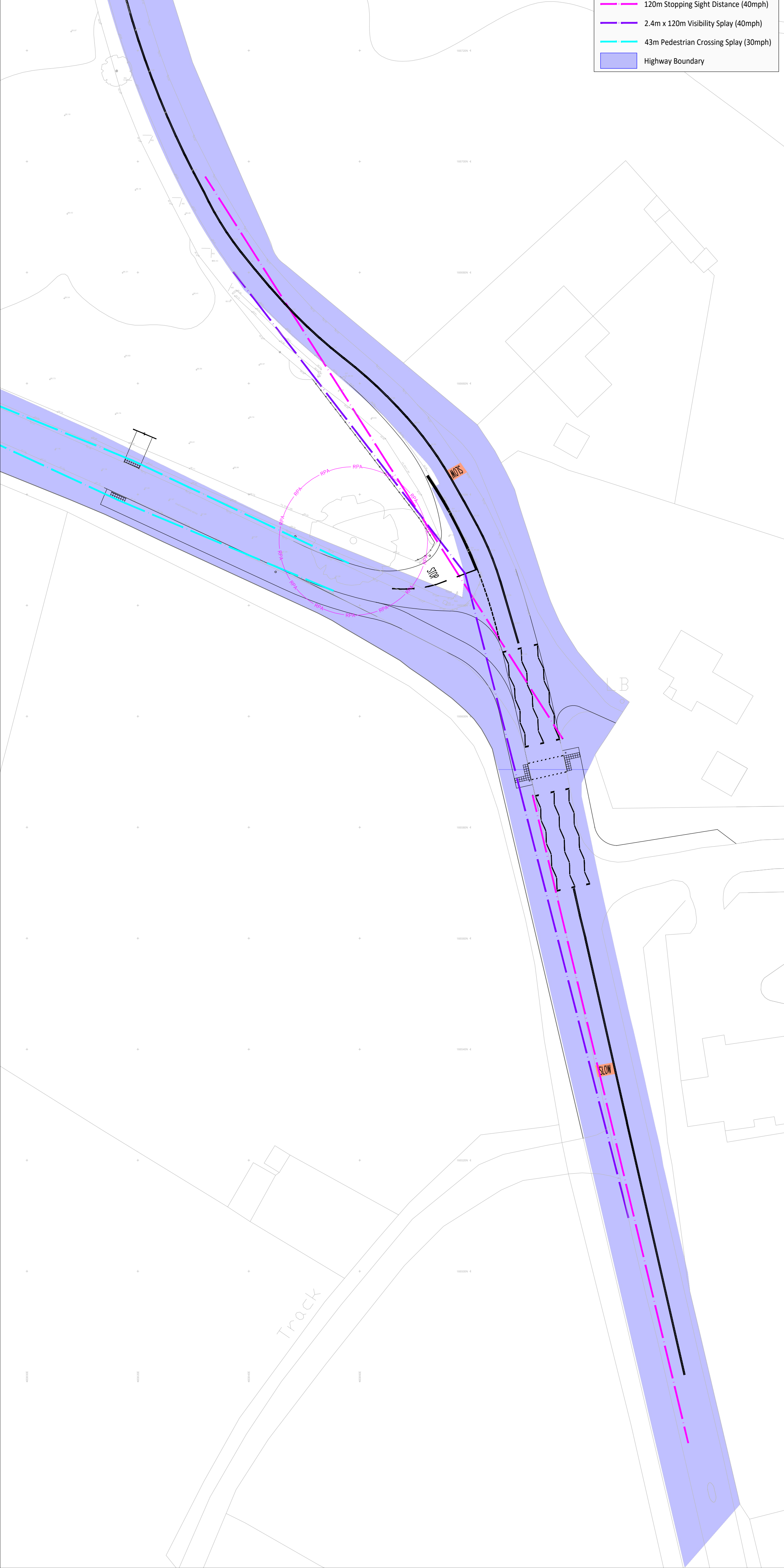
LARGE REFUSE LEFT TURN OUT NORTHBOUND
DELIVERY VAN LEFT TURN SOUTHBOUND FROM PRIVATE DRIVEWAY



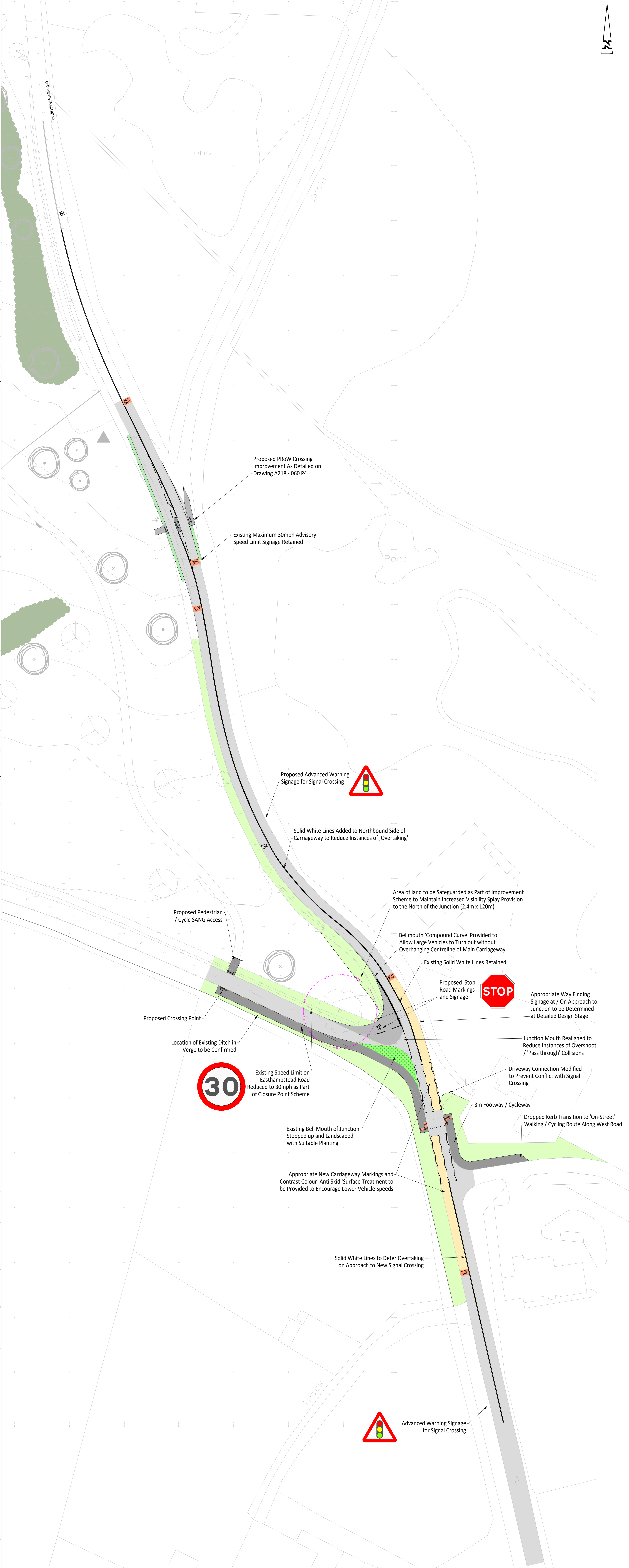
LARGE REFUSE LEFT TURN IN NORTHBOUND



VISIBILITY ASSESSMENT



PROPOSED SCHEME



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KEY

- Existing Verge
- Existing Carriageway
- Proposed Carriageway
- Proposed Verge / Landscaping
- Proposed Footway / Cycleway
- Proposed Contrasting Anti-Skid Hatch
- Proposed Fence

North Arrow

P2	04.26	Anti Skid Hatch Added	TDM	JO
P1	04.26	FRST ISSUE	TDM	JO
Rev	Date	Description	Drawn	Checked

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Client: **LIGHTWOOD STRATEGIC**

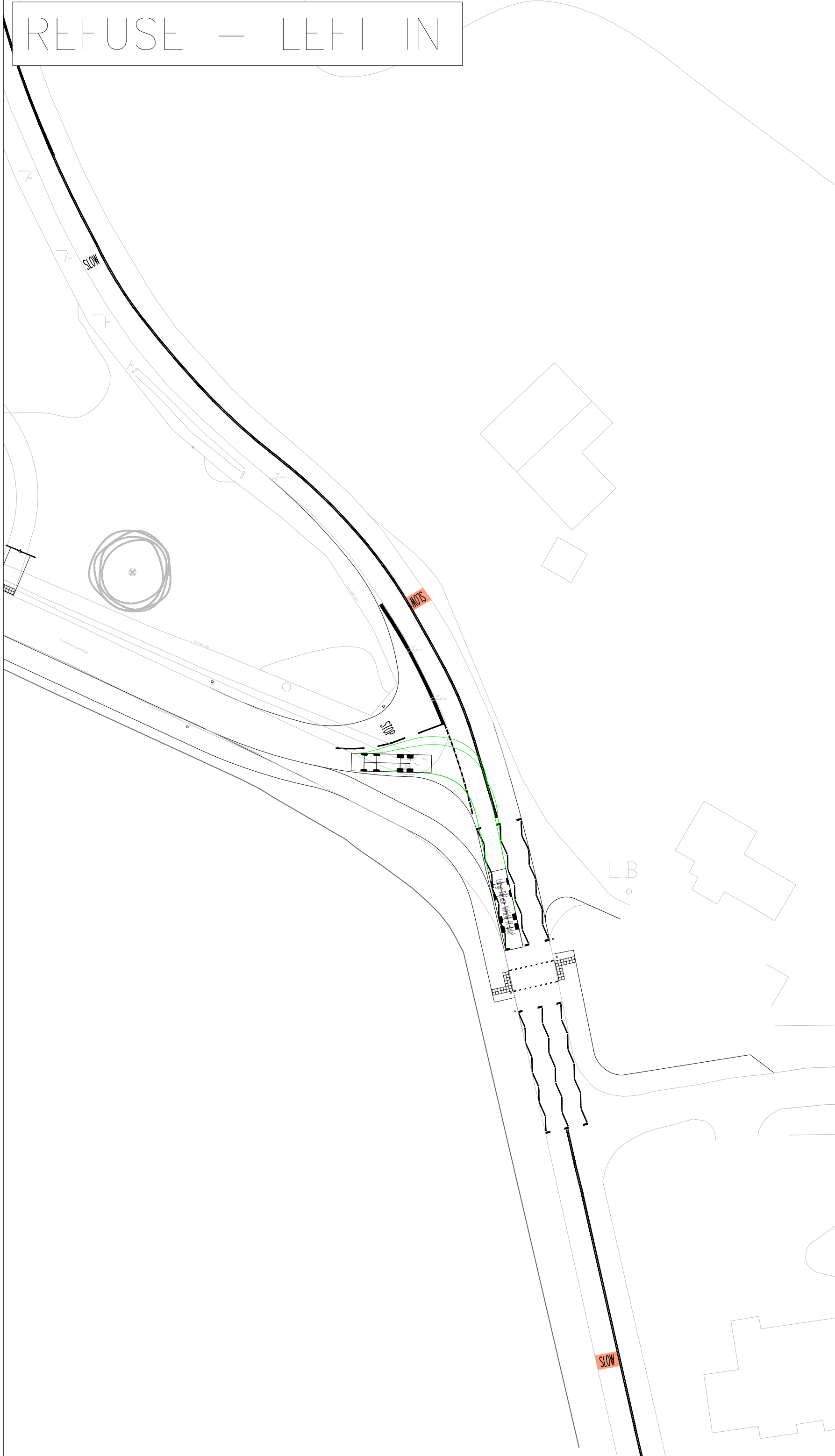
Project: **SOUTH WOKINGHAM SDL PRIORS FARM**

Title: **OLD WOKINGHAM ROAD EASTHAMPSTEAD ROAD IMPROVEMENT SCHEME**

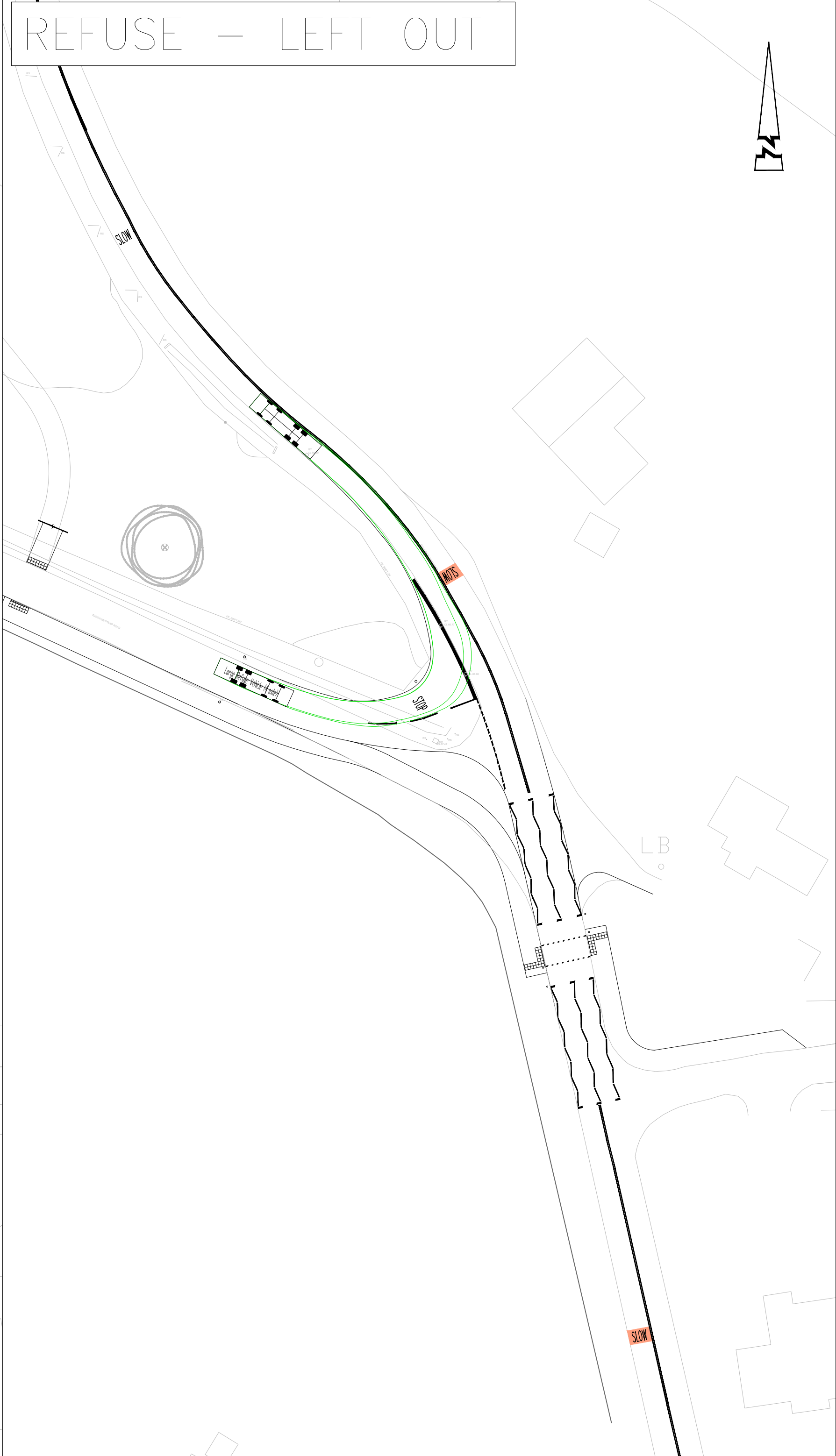
Status: **FOR DISCUSSIONS**

Scale: 1:500 @ A0	Date: APRIL 2026	Drawn: TDM	Checked: JO
Drawn by: A218 - 069	Revision: P2		

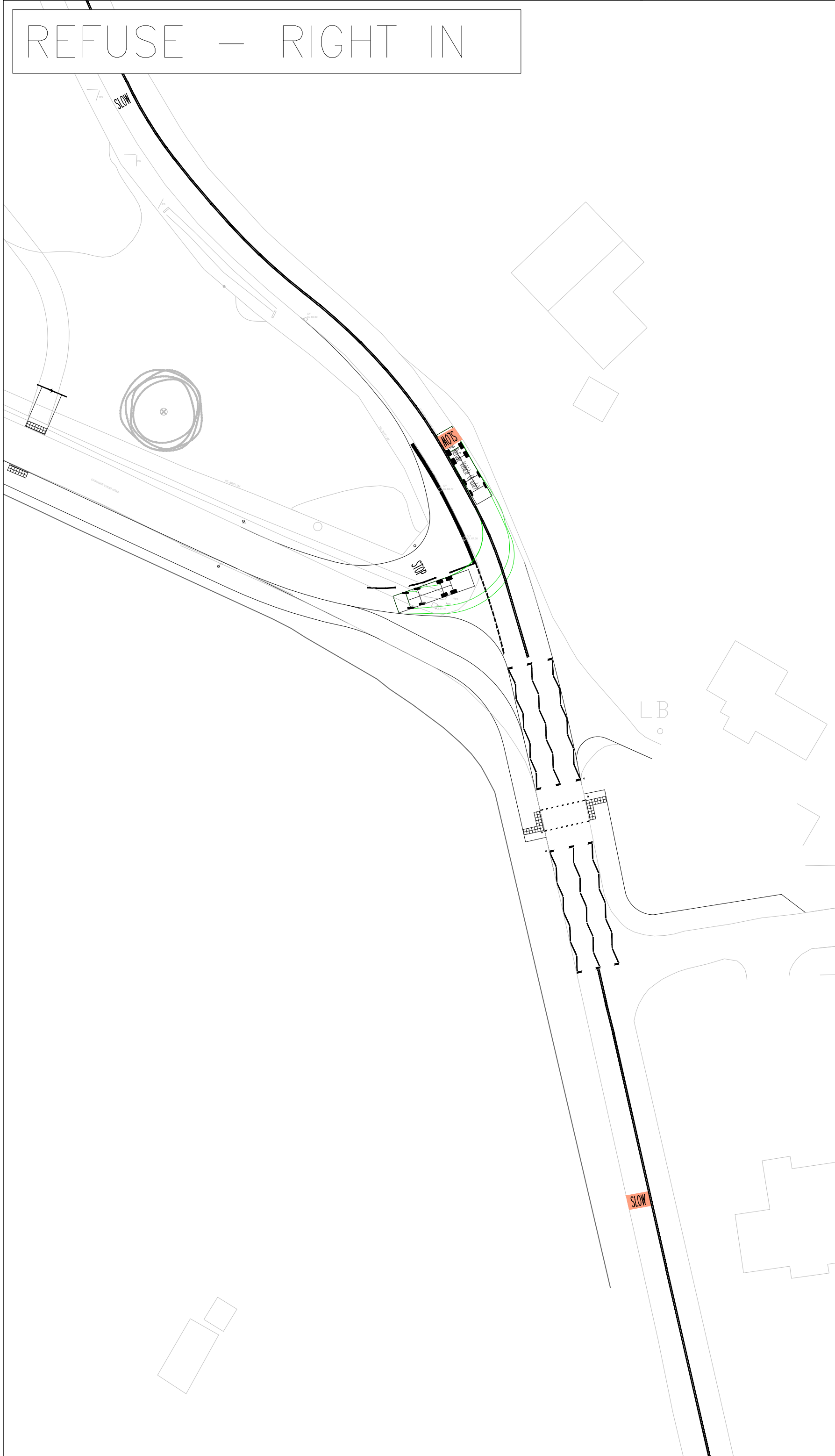
REFUSE – LEFT IN



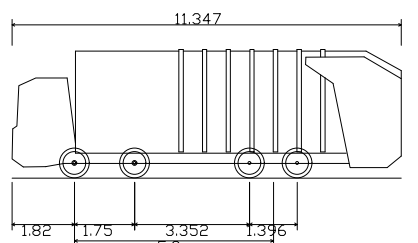
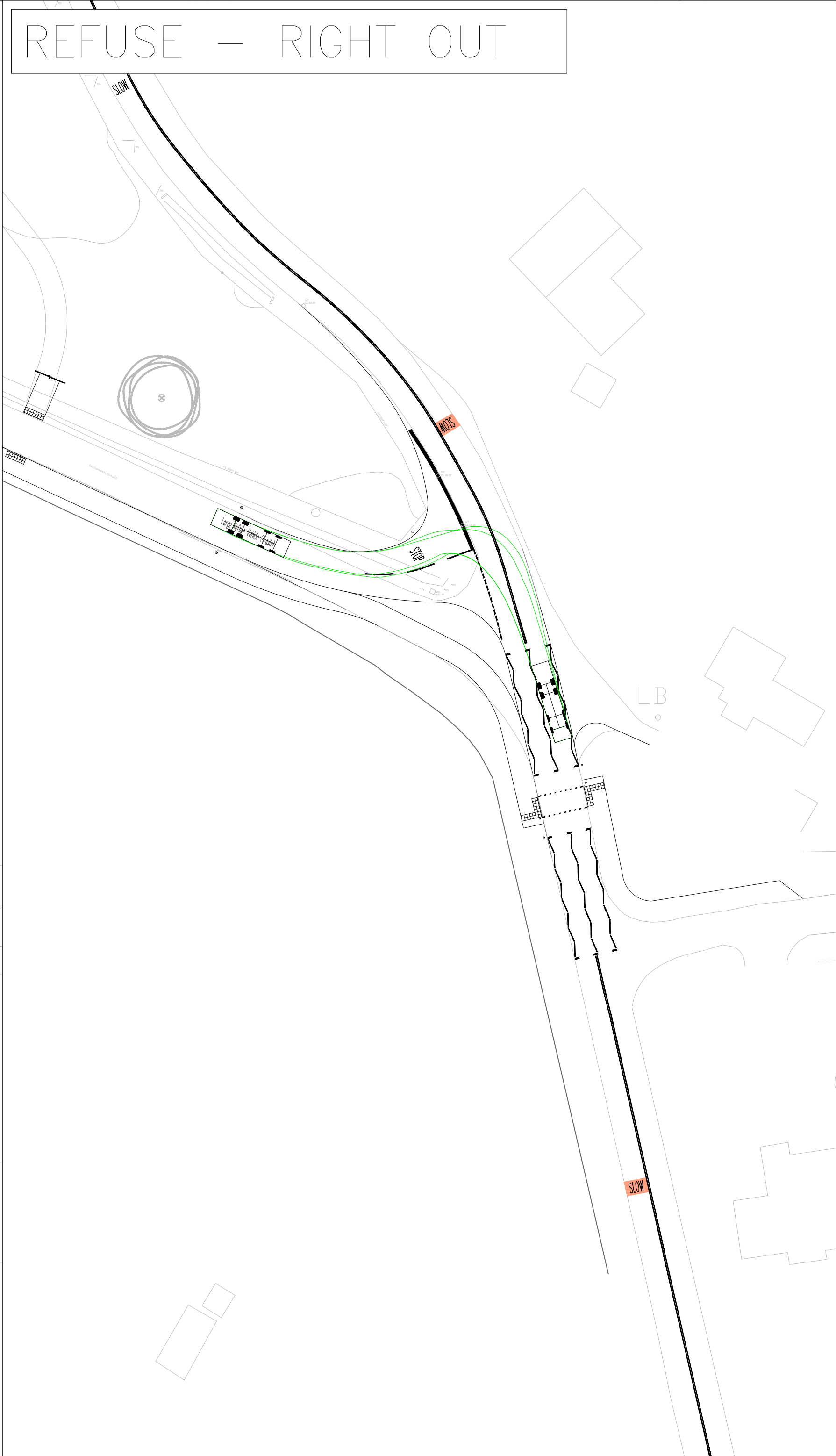
REFUSE – LEFT OUT



REFUSE – RIGHT IN



REFUSE – RIGHT OUT



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.314m
Track Width 2.500m
Lock to lock time 6.00s
Wait to Wait Turning Radius 11.330m



Appendix D

Drawing No. A218-060/P4
Proposed PRow Crossing of Old Wokingham Road

PROPOSED CROSSING
ARRANGEMENT



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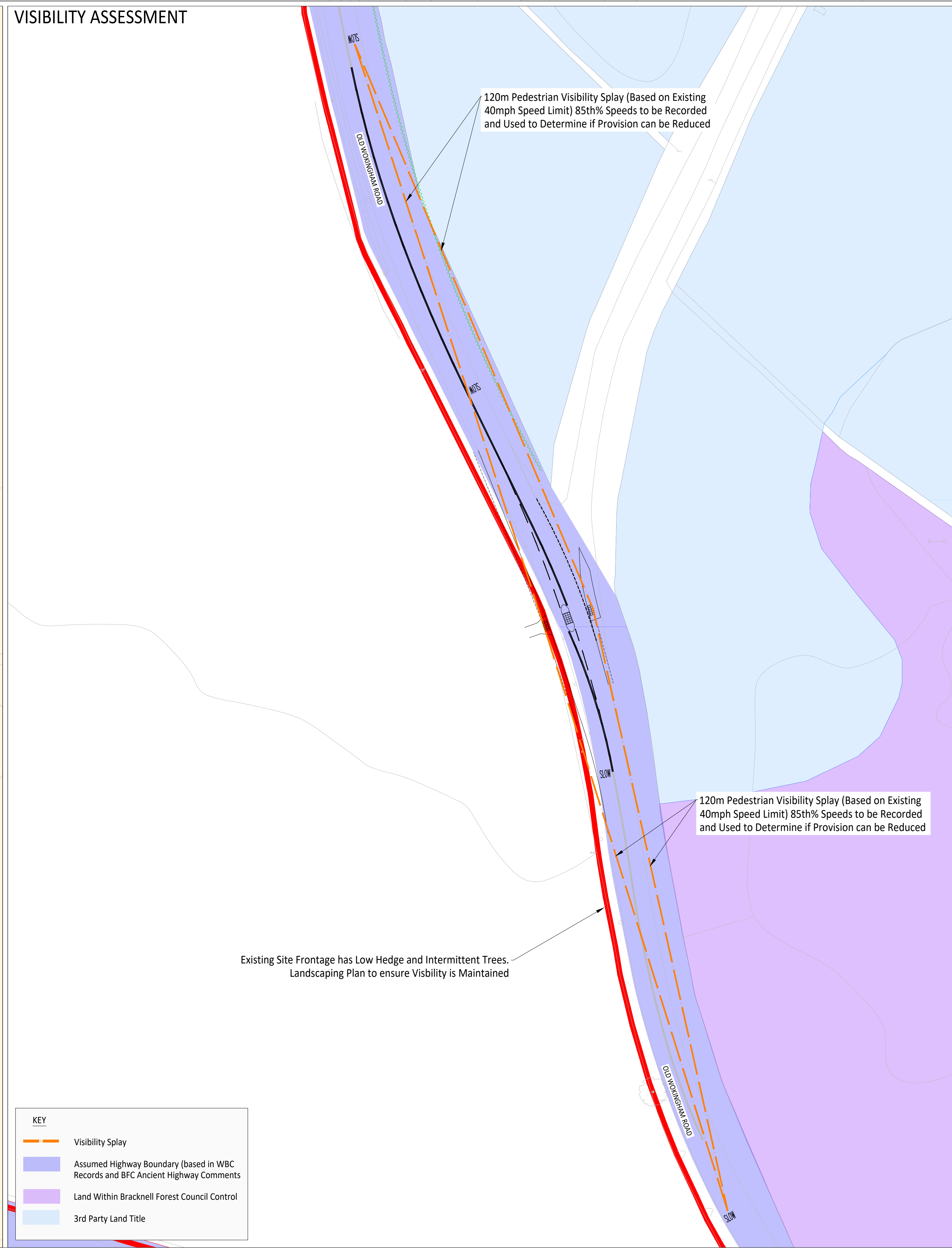
NOTE:
This concept crossing arrangements is indicative to inform S106 Contributions, and is based upon the information available to the designer at the time of publication. Any changes during this concept forward should ensure appropriate data such as 85th%ile, 95th%ile, and confirmation of land ownership is obtained before proceeding to construction.

KEY
Public Right of Way
Proposed Diversion of PRoW
PRoW to be Extinguished

ADMINISTRATIVE BOUNDARIES



VISIBILITY ASSESSMENT



P4	04.26	Minor Amendments to Viewport	TDM	PJ
P3	03.26	Minor Amendments to Listing	TDM	PJ
P2	03.26	PRoW Diversion Added	TDM	JO
P1	02.26	FIRST ISSUE	TDM	JO
Rev	Date	Description	Drawn	Checked



Client
LIGHTWOOD STRATEGIC

Project
SOUTH WOKINGHAM SDL
PRIORS FARM

Title
CROSSING IMPROVEMENT
S106 SCHEME
(OPTION 2)

Status
FOR DISCUSSIONS

Scale
1:500 @ A0

Date
FEB 2026

Drawn
TDM

Checked
JO

Drawn
A218-060

Checked
P4



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