

Project Title: South Wokingham SDL Extension

Project No/ Document Reference: A218-R042 / E

Date: 24 September 2025

INSTRUCTIONS FOR WSTM MODEL ASSESSMENTS

1. Context

- 1.1. This Technical Note has been prepared by Abley Letchford, on behalf of Lightwood Strategic, Nicholas King Homes and Mr A Pudner to provide transport advice in respect to the 'Priors Farm', 'Pearces Farm' and 'Pudner Land' development parcels that are a part of the wider South Wokingham Strategic Development Location (SDL) via Policy SS12 within Wokingham Borough Council's Local Plan Update: Proposed Submission Plan (Regulation 19) of 2024.
- 1.2. **Figure 1** identifies the extent of the proposed site allocation set out under Draft Policy SS12 which encompasses farmland between Easthampstead Road and Old Wokingham Road. The Priors Farm, Pearces Farm and Pudner Land development parcels are shown within the site allocation.

Figure 1: South Wokingham SDL Extension Allocation Boundary (Draft Policy SS12)





- 1.3. All of these applications are currently subject to live planning applications with references as follows:
- 241933 – Priors Farm Development Site
 - 242279 – Pearces Farm Development Site
 - 242051 – Byway 30 Vehicular Crossing
 - 211033 – Pudner Land Development Site
- 1.4. Relevant Illustrative Masterplans of the development proposals are included in **Annex A**, whilst drawings showing the site access arrangements are included in **Annex B**.
- 1.5. The Lightwood Strategic ‘Priors Farm’ development parcel is proposed to include up to 850 dwellings, and some associated Community Use. The development will also include associated parking, green spaces, SANG land and vehicular and non-motorised user access. It is also intended that land is set aside for the delivery of a 1FE Primary School, to be delivered by Wokingham Borough Council.
- 1.6. The primary access will be formed from Old Wokingham Road, through a roundabout junction arrangement, and located approximately 750m north of the Easthampstead Road / Old Wokingham Road Junction. A secondary access is also proposed onto the Easthampstead Road corridor via a priority junction, formed between the junctions with Redlake Lane and Holme Green Lane.
- 1.7. The Nicholas King Homes ‘Pearces Farm’ development parcel is proposed to include up to 180 dwellings, with associated parking, green spaces and vehicular and non-motorised user access.
- 1.8. This development parcel will be accessed via a priority junction along Easthampstead Road, c60m south of Heathlands Road.
- 1.9. The Mr A Pudners’ ‘Pudner Land’ development parcel is proposed to include up to 95 dwellings with associated public open space, attenuation and ecological enhancements.
- 1.10. The submitted Pudner application was submitted in advance of the Priors Farm application and therefore the site access arrangements presented at that time included solely a new ghost island priority junction onto Old Wokingham Road, located near an existing gravel track.
- 1.11. Since the submission of the Priors Farm planning application, points of vehicular connection to the Pudner site are shown on that illustrative Masterplan. The WSTM modelling should therefore reflect this, although as specific details of this part of the Priors Farm application are not to be determined in detail at this stage, this should be represented as one connection at the western end of the Pudner site.
- 1.12. In order to provide a vehicular connection between the Priors Farm and Pearces Farm developments, a Full Planning Application has been submitted (242051) in relation to the proposed arrangement of the Primary Street Link Road that connects the Priors Farm and Pearces Farm to cross the WOKW30. Alongside pedestrian and cycle access onto the Byway. **Annex C** shows the proposed arrangement.
- 1.13. The Primary Street Link Road is anticipated to have a width of 6.5m and a speed limit of 30mph and should be modelled as such, this will facilitate primary vehicular movement through the site as well as act as a public transport route. At the location of the Byway crossing there will be a crossing island to facilitate the safe movement of pedestrians and cyclists across the road.

- 1.14. An extract of the illustrative masterplan within the South Wokingham SDL Extension Allocation is shown in **Figure 2**. A full copy of the illustrative masterplans for this and the Pudner application are attached as Annex A.

Figure 2: Illustrative Masterplan of South Wokingham SDL Extension

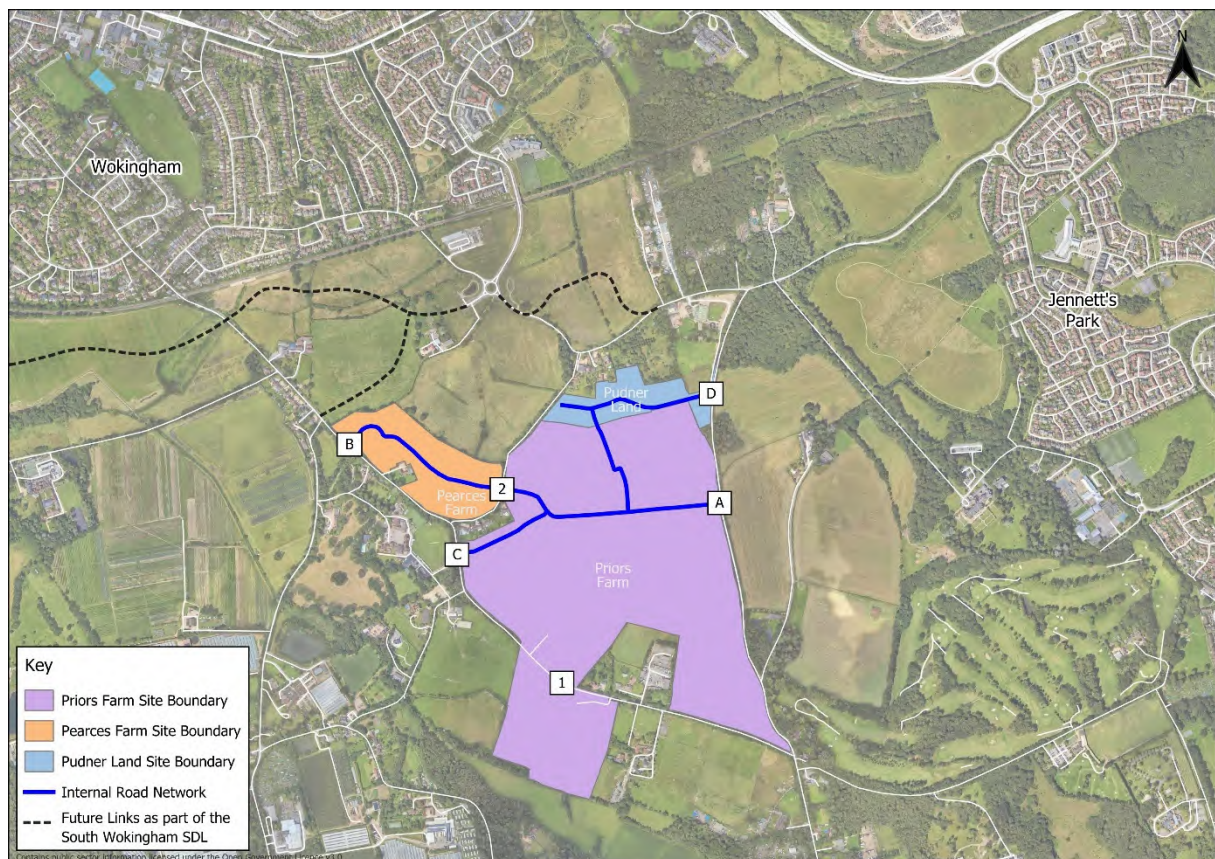


- 1.15. The planning application proposals are an evolution of the Reg19 Framework Plan. The broad principles remain unchanged and the internal road network is now better defined, specifically in relation to the access arrangements and treatment of Byway 30.
- 1.16. As a consequence, there is a need to refine the strategic modelling that has been undertaken to date to reflect such changes. Where applicable, the necessary refinements needed are set out in this Technical Note.
- 1.17. This Technical Note sets out the parameters to be used in the WSTM model runs which will enable future year traffic flow forecasts to be derived for the following scenarios:
- Run A : 2040 'Forecast Base'
 - Run B : 2040 'With Full Development'
- 1.18. In addition, this Technical Note also sets out the requirements in terms of the output data that is to be supplied from the WSTM model.
- 1.19. The Note goes on to talk about 'Sensitivity' tests to be undertaken.

2. Run A : 2040 'Forecast Base' Scenario

- 2.1. The 2040 'Forecast Base' scenario should be formed by using the latest WSTM4 model which includes all development growth being promoted within the Local Plan Update as well as the associated highway infrastructure.
- 2.2. However, this run should not include the proposed South Wokingham SDL Extension Allocation (Draft Policy SS12) or its associated highway mitigation measures. The traffic flows associated with the South Wokingham SDL Extension should therefore be removed from the model, along with the proposed access junctions and off-site mitigation works.
- 2.3. To clarify, highway infrastructure associated with the original South Wokingham SDL development, such as at the Waterloo Road / Old Wokingham Road / Peacock Lane Roundabout and associated works on the Waterloo Road approach to that junction should remain in the model and reflect the latest position being pursued by the relevant parties (outside of the SDL extension team) alongside Wokingham and Bracknell Forest Councils.
- 2.4. For ease of reference, the access arrangements and off-site mitigation package for the South Wokingham SDL Extension that will need to be removed from the model to create the Forecast Base scenario has been created based on the respective Transport Assessments shown within **Figure 3** below.

**Figure 3: South Wokingham SDL Extension Access & Mitigation Measures for Removal
(to Create 2040 Forecast Base Model)**



Source: South Wokingham SDL Extension (Various TA Reports),



2.5. Alongside removing the South Wokingham SDL extension access junctions (Items A-D) from a 2040 baseline model the following highway infrastructure should not be included.

- 1. Point Road Closure along Easthampstead Road.
- 2. Byway 30 – Primary Street Junction with Byway.

Minor Refinements

2.6. A number of minor refinements should also be undertaken to create the Forecast Base model, as set out below:

- The development of 234 dwellings on Land East of Watmore Lane in Winnersh (WBC Ref : 230208) which was recently allowed on Appeal should be included within the Forecast Base scenario. The development is to be accessed in a straightforward manner via an extension of the existing Mansfield Road corridor and the remaining development via Woodward Close (See Drawing in **Annex D**).
- The development of 81 dwellings on Land to the West of Trowes Lane in Swallowfield (WBC Ref : 230422) which was recently allowed on Appeal should be included within the Forecast Base scenario. The proposed access configuration onto Trowes Lane is shown on the Drawing attached as **Annex E**.
- The development of Land West of Park Lane, Charvil (WBC Ref: 232704) which was recently approved for the development of 75 dwellings within the forecast base. The proposed access configuration onto Park Lane is shown on Drawing attached as **Annex F**.
- The Development of 230 dwellings on Land to the North of the A4 London Road, New Bath Road, Twyford (WBC Ref: 223455) which was recently allowed on Appeal should be included within the Forecast Base Scenario. Access to be presumed to be via fourth arm to Bridge Farm Rdbt attached as **Annex G**.
- The development of 56 dwellings at Barkham Road, Finchampstead (WBC ref: 223528) should be included in the Forecast Base Scenario. Access to be from Barknahm Road as shown on Drawing attached in **Annex H**.
- The development of 70 dwellings at Land to the north of School Road, Arborfield (WBC Ref: 250735) should be included in the Forecast Base Scenario. Access to be taken from School Road and modelled with the proposed realignment in accordance with the Drawing attached in **Annex I**.
- The latest proposals for the creation of the roundabout junction at Old Wokingham Road / Easthampstead Road / Waterloo Road. Subject to current 'Live' planning application within Bracknell Forest (BFC Ref: 24/00802/FUL). The junction arrangement is shown on the Drawing attached as **Annex J**. Associated works to include for potential priority working along the Waterloo Road approach to the junction should be included.

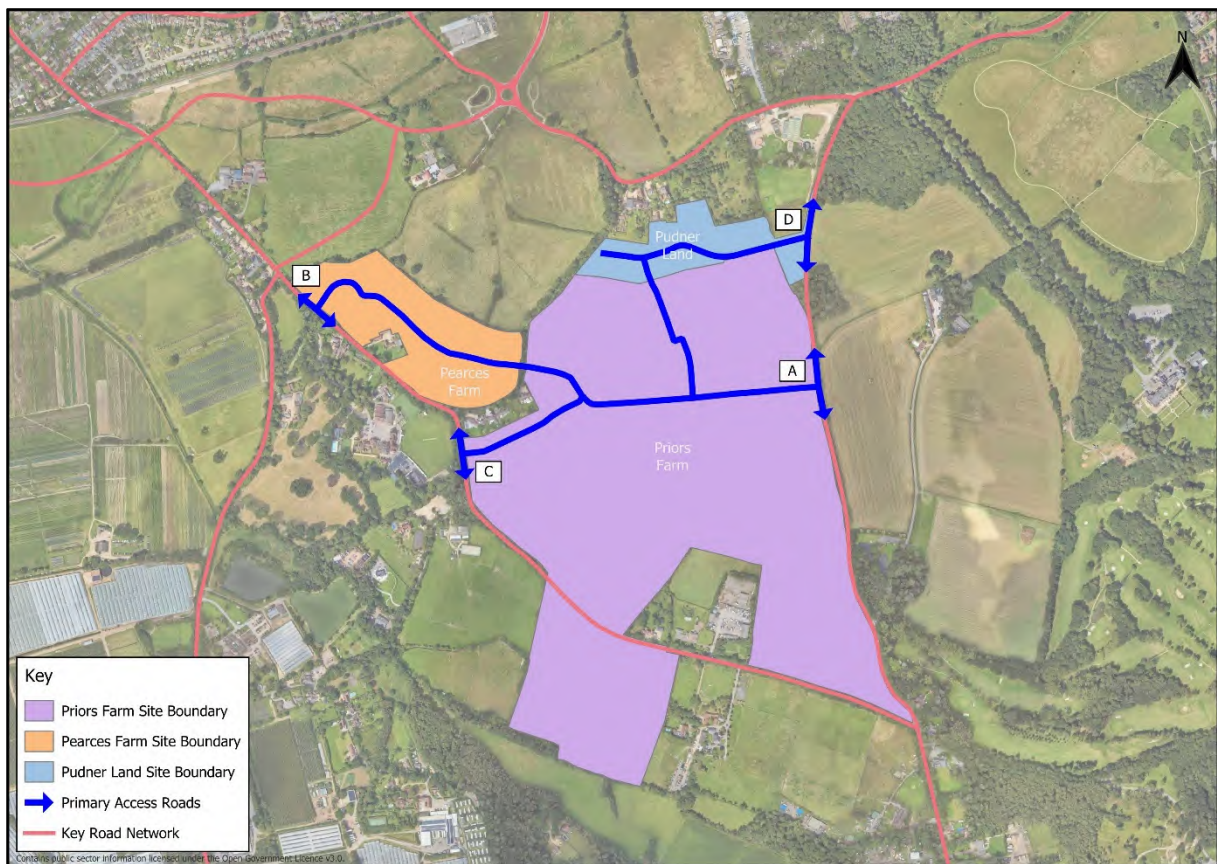
3. Run B : 2040 'With Full Development'

- 3.1. This 'With Full Development' Scenario will replicate the Run A scenario set out above, albeit will include the traffic arising from South Wokingham SDL Extension Allocation as well as the proposed access arrangements and the off-site mitigation package.

Access Arrangements

- 3.2. The proposed vehicle access arrangements for the 2040 'With Full Development' are shown diagrammatically in **Figure 4**. Additionally, the plan identifies the indicative routes of key primary and secondary streets and linkages within the development.

Figure 4: South Wokingham SDL Extension Access Arrangements



- 3.3. The four points of access for the developments being promoted are summarised below:

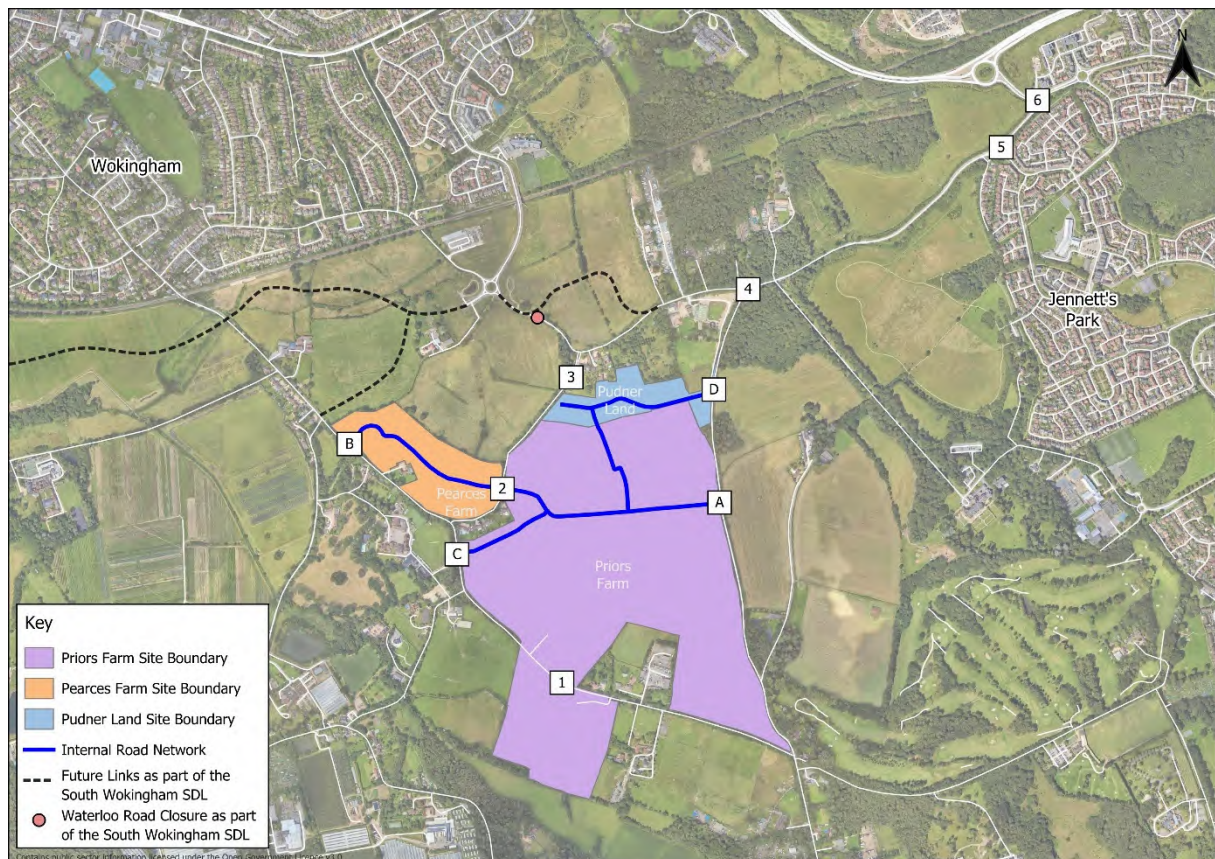
- **A** : Old Wokingham Road / Site Access ('Priors Farm') Roundabout
- **B**: Easthampstead Road / Site Access ('Pearces Farm') Priority Junction
- **C**: Easthampstead Road / Site Access ('Priors Farm') Priority Junction
- **D**: Old Wokingham Road / Pudner Land Access Junction

- 3.4. Further to this a highway link between the Pudner Land and Priors Farm site should be included (in accordance with the alignment shown above).
- 3.5. The Primary Street Link between A and B should be modelled as 30mph.
- 3.6. Drawings of the design of each of each of the access arrangements are attached as **Annex B**.

Highway Mitigation Package

- 3.7. The modelling work should retain the package of highway mitigation measures that has been identified along the highway network in the vicinity of South Wokingham SDL Extension Allocation. For ease of reference, a summary of the mitigation package has been created based on the 2024 Transport Assessment Reports for South Wokingham SDL Extension (Priors Farm and Pearces Farm) as shown within **Figure 5** below.

Figure 5: South Wokingham SDL Extension Access & Highway Mitigation Package



Source: South Wokingham SDL Extension (Various TA Reports), 2024

- 3.8. Items A to D of the Mitigation Package in **Figure 5** relate to the access junctions and internal infrastructure within the site, details of which are presented in **Annex B** of this Technical Note.
- 3.9. The remaining elements, which comprise off-site highway works, are summarised below:
 - 1. Point Road Closure along Easthampstead Road.
 - 2. Byway 30 – Primary Street Junction with Byway.
 - 3. Byway 30 - Active travel improvements to Byway 30 and proposed lighting bollards.



- 4. Approved Peacock Lane / Old Wokingham Road / Waterloo Road Roundabout – As per the arrangements for the junction and ‘Area X’ as modelled in the Forecast Base but with minor changes to the Old Wokingham Road approach arm entry.
- 5. Peacock Lane / Sparrowhawk Way Roundabout – Extension of the flare lane length on the northern and southern arms.
- 6. Peacock Lane / Vigar Way Roundabout – Extension of the flare lane length on the southern arm and an additional lane along the northbound side of Vigar Way.

3.10. Drawings of the emerging designs of the off-site mitigation proposals for the schemes are set out in **Annex K**.

Land Use Quantum

3.11. The proposed land use and quantum for both of the development parcels is residential dwellings. **Table 1** below sets out the quantum of development for the two parcels.

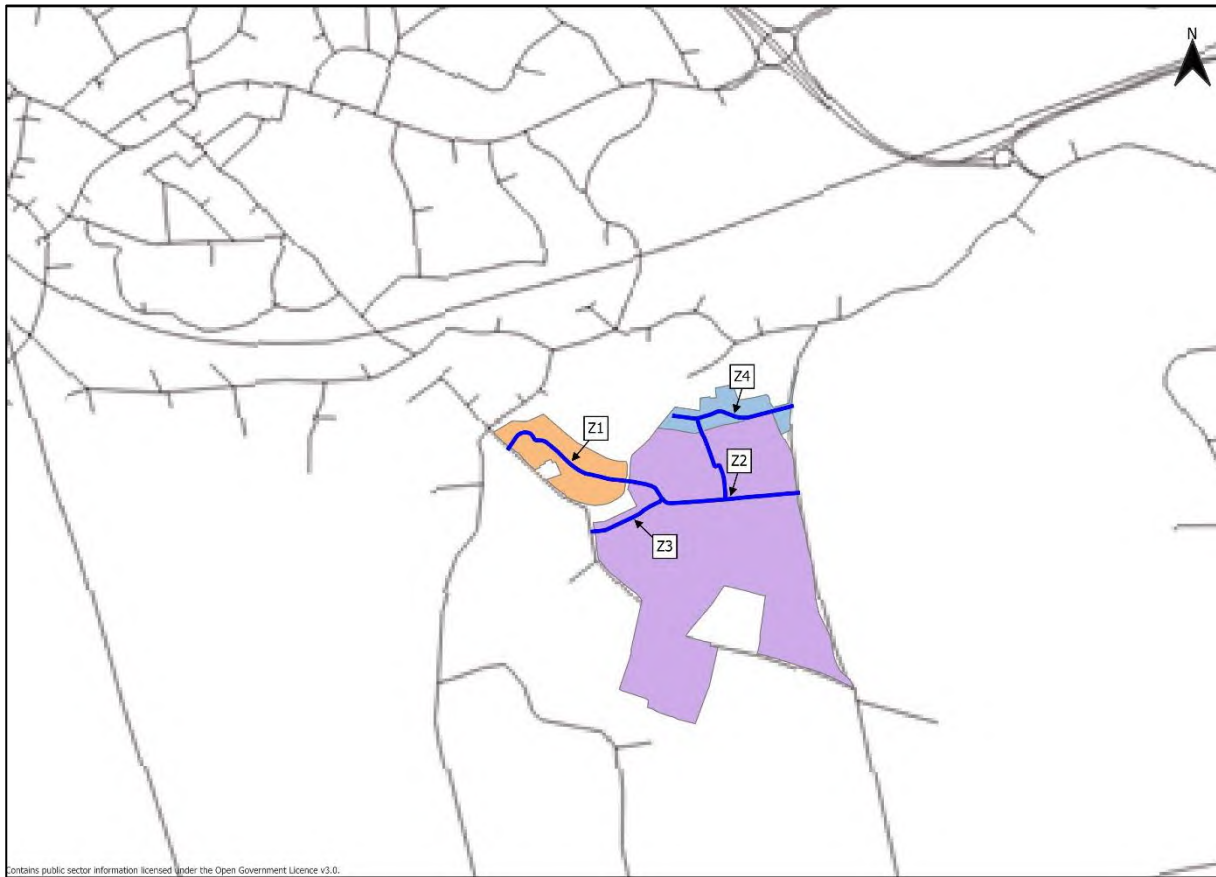
Table 1: Proposed Development Quantum

Zone Loader	Residential (Dwellings)
Priors Farm	850
Pearces Farm	180
Pudner Land	95
Total	1,125

Zone Loader Assignment

3.12. The trips generated by the proposed development should be represented by 4 zone loaders located on the internal roads that will route through the development depicted on **Figure 6**. These Zone Loaders will represent the various locations of land use through the development and to ensure traffic routes to the wider highway network in a more representative manner.

Figure 6: Run B - Proposed Zone Loader Locations



Vehicular Trips

3.13. The apportionment of the vehicular trips onto each of the zone loaders should reflect the quantum of development set out in **Table 2** below which results in the vehicle trips shown at **Table 3**.

Table 2: Proposed Development Quantum at Each Zone Loader

Zone Loader	Residential (Dwellings)
Z1	180
Z2	675
Z3	175
Z4	95

Source: Consultant calculated. Includes Excel rounding.

Table 3: Proposed Development External Vehicle Trips at Each Zone Loader

Zone Loader	AM Peak Hour			PM Peak Hour		
	In	Out	Two Way	In	Out	Two Way
Vehicular Trip Rate (vehs per unit)	0.17	0.41	0.58	0.36	0.16	0.52
Z1	31	74	104	65	29	94



Z2	115	277	392	243	108	351
Z3	30	72	102	63	28	91
Z4	16	39	55	34	15	48
Total	191	461	652	405	180	584

Source: Consultant calculated. Includes Excel rounding.

- 3.14. Trips associated with Zone Loaders Z1, Z2, Z3 and Z4 should be distributed within the model based on the directional assignment that has been used to date for the South Wokingham SDL Extension.

Primary School and 'Square'

- 3.15. Land uses associated with the proposed 1FE Primary School site and central 'Square' should be loaded at Zone Loader Z1.
- 3.16. As a 1FE entry Primary School, this would have capacity for 210 pupils. The quantum of development of the South Wokingham SDL Extension (1,125 dwellings) would generate a pupil yield which would mean that all spaces at the school were likely to be taken up by pupils resident to the site. It is therefore not proposed that any external trip generation associated with the Primary School be included in the model. Internalisation relating to fewer off site trips for education during the AM peak hour as a result of having the Primary School on the site, should be in line with the current LPU modelling.
- 3.17. Similarly, the land uses at the central 'Square' would not be more extensive than a community café type provision or local community hub/hall. This would purely cater for residents of the SDL extension and therefore again no external trip generation from such a land use should be included in the model.

4. Output Requirements

Link Flows

- 4.1. For each of the model run scenarios, AM and PM peak hour link flows should be reported within diagrams for the study area (see sketch attached as **Annex L**) and provided as a shapefile which encompasses the requested study area.
- 4.2. Link flows should be reported as Actual Flows, identifying the total vehicles and the number of heavy vehicles on each link for the study area, including the internal links within the development.
- 4.3. The Link flows should be provided in shapefile and Excel format including the following attributes:
- AADT – 24h annual average daily traffic (vehicles)
 - AADT_HGVPC – AADT percentage of HGVs (%)
 - AAWT – 18h annual average weekday traffic (vehicles)
 - AAWT_HGVPC – AAWT percentage of HGVs (%)
 - FFS – free flow speed (kmph)
 - NETSPEED – network congested speed (kmph)
 - LENGTH – link length (km)
 - QUEUE DATA



▪ JOURNEY TIME OUTPUTS

Junction Performance / Turning Movements

- 4.4. An overview of the junction performances within the study area (including with the site) should be provided for all scenarios. This includes plots showing junctions in the local plan modelling study area where V/C is greater than 0.85 (in one colour) and then greater than 1 (in another colour).
- 4.5. Junction turning movements for the junctions identified in **Annex L** within the study area. These should be reported as Actual Flows.
- 4.6. The turning movements provided are to identify the total vehicles and the number of heavy vehicles on each approach. For added clarity, the junctions are listed in Table 4 below.

Junctions 13 and 14

- 4.7. Outputs will need to be used to calculate merge and diverge and weaving interaction at and between junctions 13 and 14 identified in the assessment. Suitable outputs should be provided to allow such calculations to be undertaken. This should be provided for all assessment scenarios.

Table 4: Junction Turning Movement Locations

Ref.	Junction	Ref.	Junction
A	Old Wokingham Road / Site Access ('Priors Farm') Roundabout	12	Peacock Lane / Vigar Way / Webster Close Roundabout
B	Easthampstead Road / Site Access ('Pearces Farm') Priority Junction	13	Jennett's Park (Berkshire Way / Vigar Way) Roundabout
C	Easthampstead Road / Site Access ('Priors Farm') Priority Junction	14	Coppid Beech (Berkshire Way / London Road) Roundabout
D	Old Wokingham Road / Pudner Land Access Junction	15	Oak Avenue / London Road Signalised Junction
1	Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout	16	William Heelas Way / London Road Signalised Junction
2	Old Wokingham Road / Easthampstead Road Priority Junction	17	Finchampstead Road / Molly Millars Lane Mini-Roundabout
3	Lower Wokingham Road / Duke's Ride / Wokingham Road / Wellingtonia Avenue Roundabout	18	Barkham Road / Molly Millars Lane Mini-Roundabout
4	Redlake Lane / Easthampstead Road Priority Junction	19	Heathlands Road / Honey Hill Priority Junction
5	Heathlands Link Road / Easthampstead Road Signalised Junction	20	Nine Mile Ride / Heathlands Road Signalised Junction



Ref.	Junction	Ref.	Junction
6	Waterloo Road / William Heelas Way Roundabout (Eastern Gateway)	21	Nine Mile Ride / New Wokingham Road Roundabout
7	South Wokingham Distributor Road / Heathlands Link Road Proposed Signalised Junction	22	Nine Mile Ride / Honey Hill Priority Junction
8	South Wokingham Distributor Road / Easthampstead Road Signalised Junction	23	B3349 Barkham Road / Bearwood Road Mini Roundabout Junction
9	South Wokingham Distributor Road / Tesco Access Roundabout	24	B3349 Barkham Road / Barkham Street Mini Roundabout Junction
10	South Wokingham Distributor Road / Finchampstead Road Roundabout	25	B3408 London Road / John Nike Way / Russell Chase Signal Junction
11	Peacock Lane / Sparrowhawk Way Roundabout		

Select Link Analysis

- 4.8. Select Link analysis for each of the South Wokingham SDL extension development zone loaders (individually) should also be provided to demonstrate the AM and PM assignment of trips to and from each component of the proposed development across the study area for the 'With Development' scenarios (Run B). This should also be undertaken for the Sensitivity tests.

Public Transport Strategy

- 4.9. It is anticipated that the bus strategy for the development will be a sub service of the approved public transport strategy for the South Wokingham SDL. In this respect a number of buses would head south and into the site from the Old Wokingham Road / Waterloo Road junction (instead of heading along Waterloo Road). From here they would route along the primary street, before travelling along Easthampstead Road and Heathlands Link to rejoin the route of the existing service.
- 4.10. This does not have a direct effect on the modelling to be undertaken. As journey times have been requested for all links within the study area in each scenario, this will be used to determine impact on achieving the strategy envisaged or potential need for any priority measures.

5. Sensitivity Testing

- 5.1. In discussion with Wokingham Borough Council, it has been determined that two 'sensitivity' tests should be undertaken to assess potential differences in the delivery of infrastructure associated with the SDL Extension. These would therefore be modifications to the 'Run B' scenario.

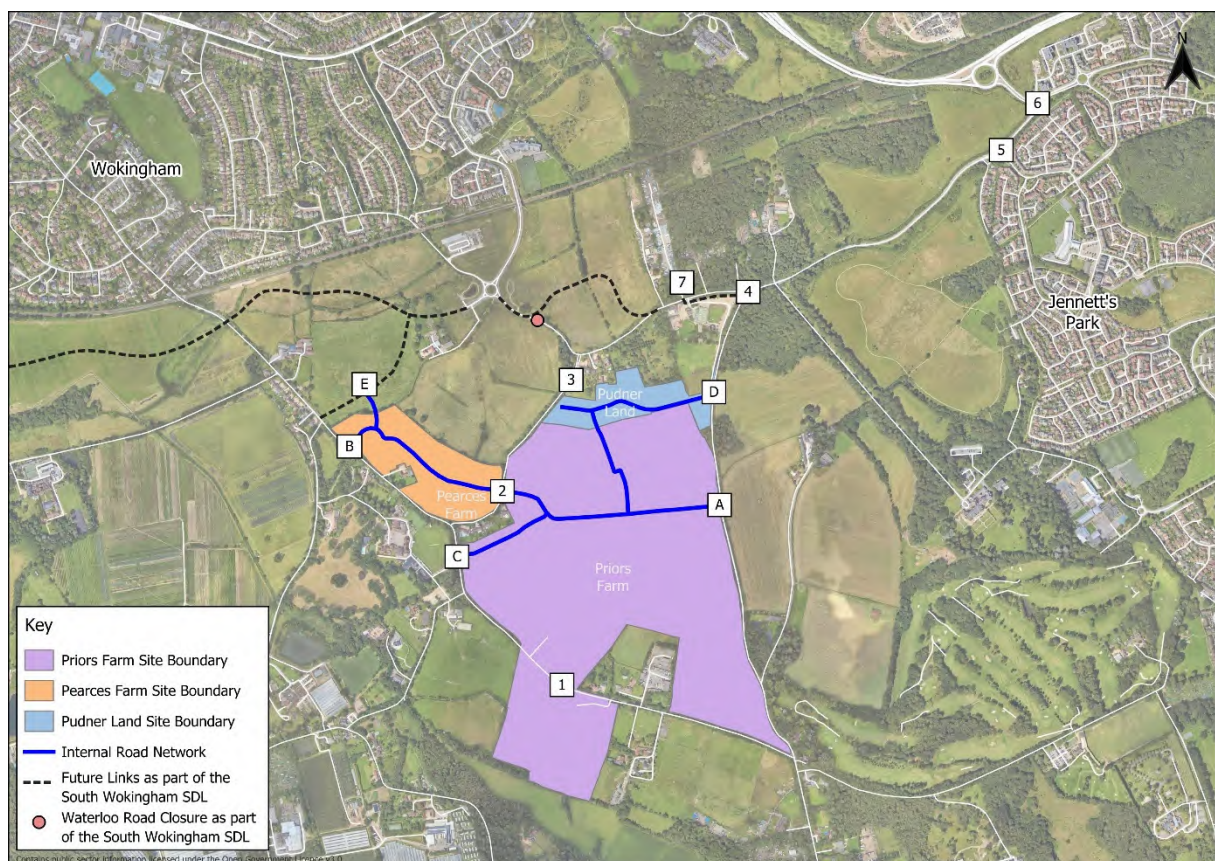
Run C: Additional Heathlands Link Access and Area X Works

- 5.2. At the Council's request, Run B should be adapted to include for a theoretical secondary access from the Pearces Farm development parcel onto the Heathlands Link. This is shown as **Location E** in the figure below

and should be included **IN ADDITION** to the primary access junction onto Easthampstead Road (Location B).

- 5.3. The Heathlands Link junction should take the form of a signal junction with a 90 second cycle time. The drawing of the arrangement is shown in **Annex M**. In this scenario Select Link Analysis of all zone loaders should be provided.
- 5.4. Furthermore, an alternative arrangement for a cycle link along 'Area X' should be included for which in turn would allow any priority working arrangements at the eastern end of Waterloo Road to be removed, as would be included in Run B. The location of this is at **Location 7** on the figure below and illustrative concept of this is included in **Annex N**.

Figure 7: Run C Package of Works



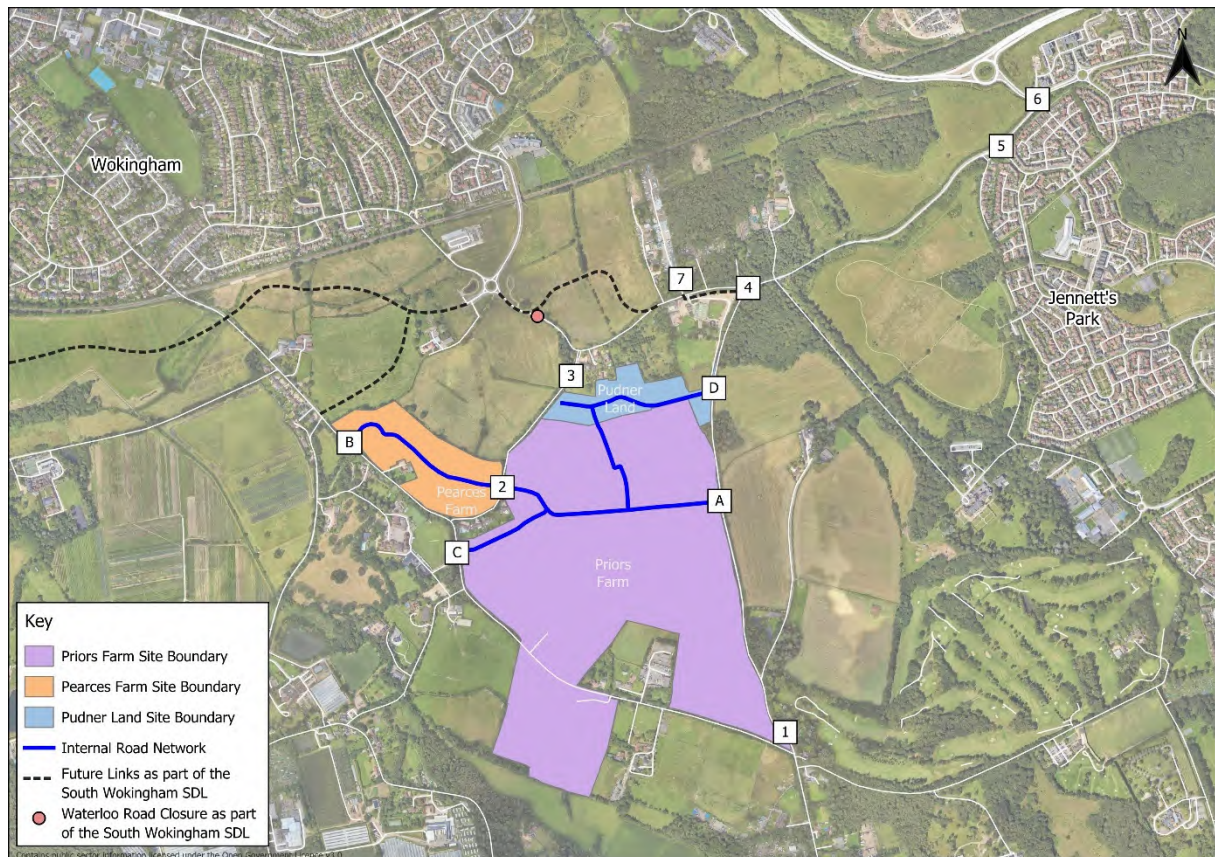
- 5.5. Both of these schemes require the use of third party land to be delivered, and in the case of the Area X works would need to be subject to further detailed surveys and design. Therefore, there is no guarantee that such works can ever be achieved.
- 5.6. Notwithstanding, they are suitable to be assessed in 'concept' as a 'sensitivity' test within the model.

Run D: Signalisation of Easthampstead Road / Old Wokingham Road Junction and Area X works

- 5.7. This run should copy Run C but remove the signal access from Pearces Farm onto Heathlands Link.
- 5.8. Area X works should remain as per Run C.

- 5.9. In this sensitivity test, the point closure on Easthamptead Road should be removed. Instead a signalisation junction should be modelled at the Easthamptead Road / Old Wokingham Road junction (**Location 1** on the figure below) in line with the Drawing included in **Annex O**. This should be run with a 90 second cycle time.

Figure 8: Run D Package of Works



Ongoing Liaison

- 5.10. Allowance should be made for a virtual meeting prior to the work commencing to ensure that all elements of the brief are fully understood. An allowance for a second meeting should also be made once the preliminary findings of the With Development Runs are available to ensure Abley Letchford and WBC are content with the resultant assignments, prior to the full set of outputs being generated.
- 5.11. It is envisaged that further model runs are likely to be required once the results from the scenarios set out in this Technical Note are obtained and appraised. This may include testing differing arrangements at Junctions 13 in particular.
- 5.12. This could include the use of the VISSIM microsimulation model to evaluate in more detail certain parts of the network.
- 5.13. The cost of undertaking such further sensitivity analysis will be established separately once the extent and scope of the work is better defined.



Annexes



Annex A

Site Illustrative Masterplans



Key

- Public Right of Way
- Urban Blocks
- SuDS
- Green Open Spaces
- Allotments
- Potential for Intensification of Commerical Use
- Indicative Trees
- Ordinary watercourses
- Application ref: 191068 (resolution to permit subject to S106)
- A Application 211033 (being determined)
- P SANG parking
- x Point closure

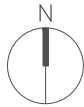


Land Budget
Site Area: 4.28ha
Net Developable Area: 2.45ha
95 Units at 38.7dph

proj: 18-071 drg: 400 date: 23/03/2021 rev: D

ORIGIN₃
Tyndall House
17 Whiteladies Road,
Clifton, Bristol,
BS8 1PB

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info@origin3.co.uk



1:1000 @ A1 / 1:2000 @ A3

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SOUTH WOKINGHAM Framework Masterplan

MR A PUDNER

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Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions/contaminants, drainage, design & planning/density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey.

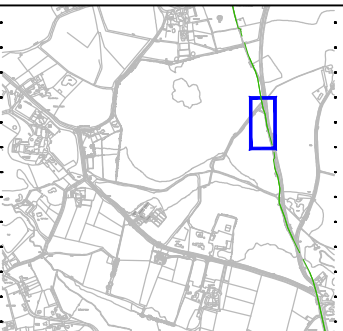


Annex B

Site Access Drawings



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NOTE: EXISTING FEATURES IDENTIFIED ARE NOT NECESSARILY
ACCURATE AS SHOWN BY THE SURVEYOR'S DATA. ANY
EXISTING INFORMATION / INFORMATIONAL DATA WILL BE
REMOVED PRIOR TO ANY OUTSTANDING INFORMATION

KEY
EXISTING DITCH
EXISTING DITCH HEADWALL
EXISTING HEDGE / VEGETATION
WORKINGHAM COUNCIL BOUNDARY

APPROXIMATE LOCATION OF CULVERT HEADWALL IN HEDGE
WHICH DRAINS INTO DITCH FLOWING TO SOUTHWEST

EXISTING VERGE(c.1.5m)

EXISTING HEDGE

APPROXIMATE LOCATION OF CULVERT HEADWALL IN HEDGE
WHICH DRAINS INTO DITCH FLOWING TO NORTHWEST

EXISTING FIELD
GATE IN HEDGE

EXISTING CULVERT

EXISTING CULVERT HEADWALL

DITCH ALONG EASTERN EDGE
OF OLD WOKINGHAM ROAD

EXISTING CULVERT HEADWALL

APPROXIMATE LOCATION OF
EXISTING MATURE TREE

Track

1.22m 1B

1.22m 1B

65.0m

64.0m

Rev	Date	Description	Drawn	Checked
P4	01.24	WORKINGHAM COUNCIL BOUNDARY ADDED	TDM	PJ
P3	01.24	THREE SURVEY ADDED	TDM	PJ
P2	01.23	FRAME AMENDMENTS	TDM	PJ
P1	05.23	FIRST ISSUE	TDM	PJ

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Client
LIGHTWOOD STRATEGIC

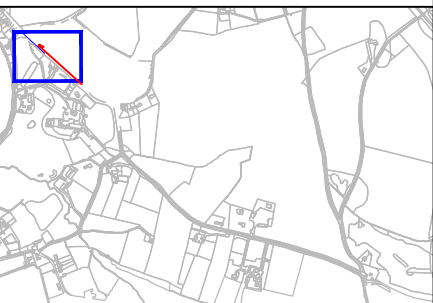
Project
**SOUTH WOKINGHAM
SDL EXTENSION
PRIORS FARM**

File
**MAIN EASTERN ACCESS
OLD WOKINGHAM ROAD
PREFERRED LOCATION**

Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A0	MAY 2023	TDM	PJ
Drawn	Date	Drawn	Checked
A218-017			P4

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KEY

- SITE BOUNDARY
- 2.4m X 120m VISIBILITY SPLAY
- VEGETATION TO BE REMOVED

P4	04.25	ADDITIONAL NOTES FOLLOWING RSA	TDM	PJ
P3	07.23	MINOR AMENDMENTS TO CYCLEWAY	TDM	PJ
P2	02.23	MINOR AMENDMENTS	TDM	NB
P1	02.23	FIRST ISSUE	TDM	NB
Rev	Date	Description	Drawn	Checked

AL

P

ABLEY LETCHFORD

PARTNERSHIP

Consulting Engineers

3 Tealgate, Charnham Park

Hungerford, Berkshire RG17 0YT

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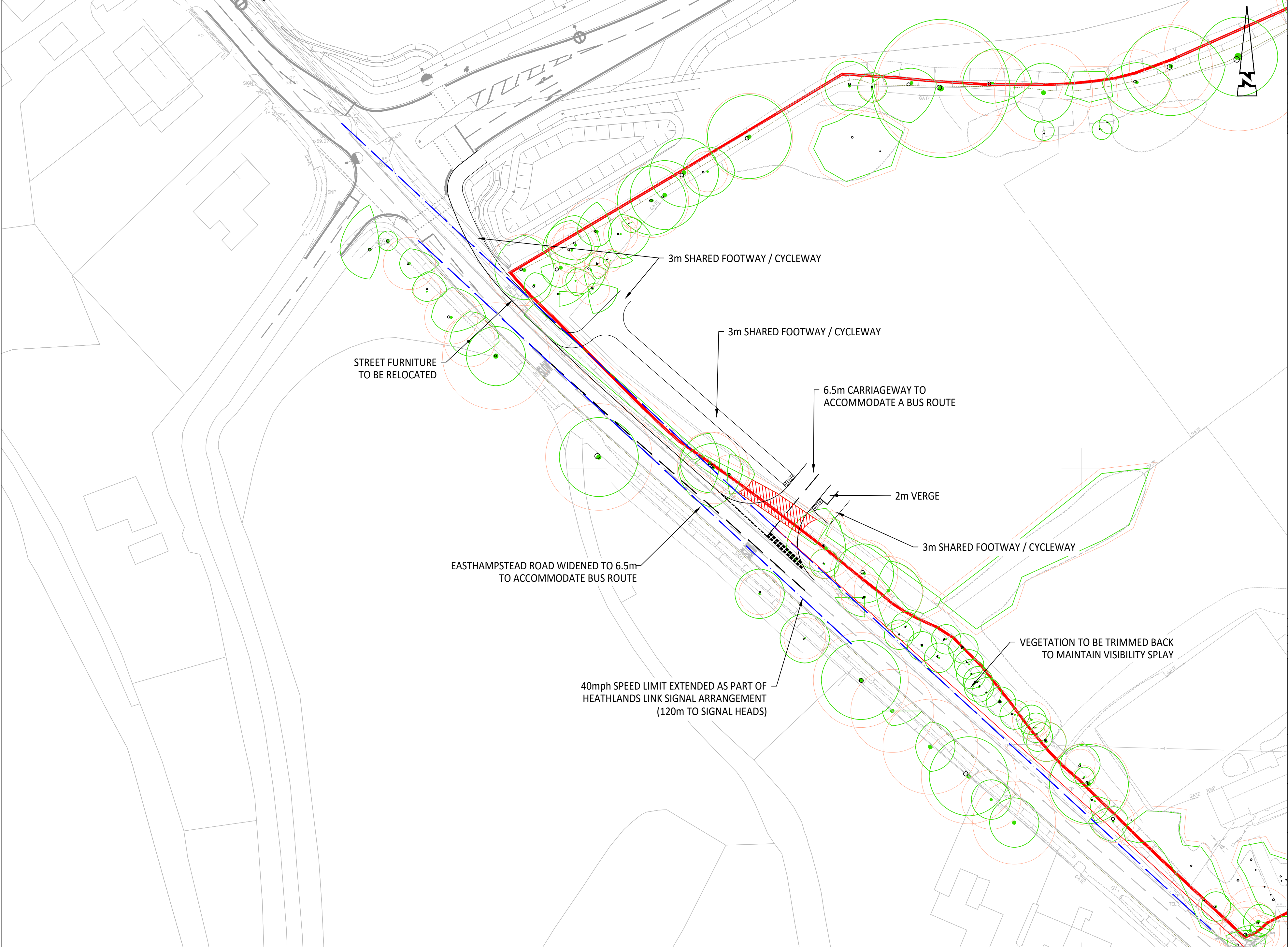
Client
**LIGHTWOOD STRATEGIC /
NICOLAS KING HOMES**

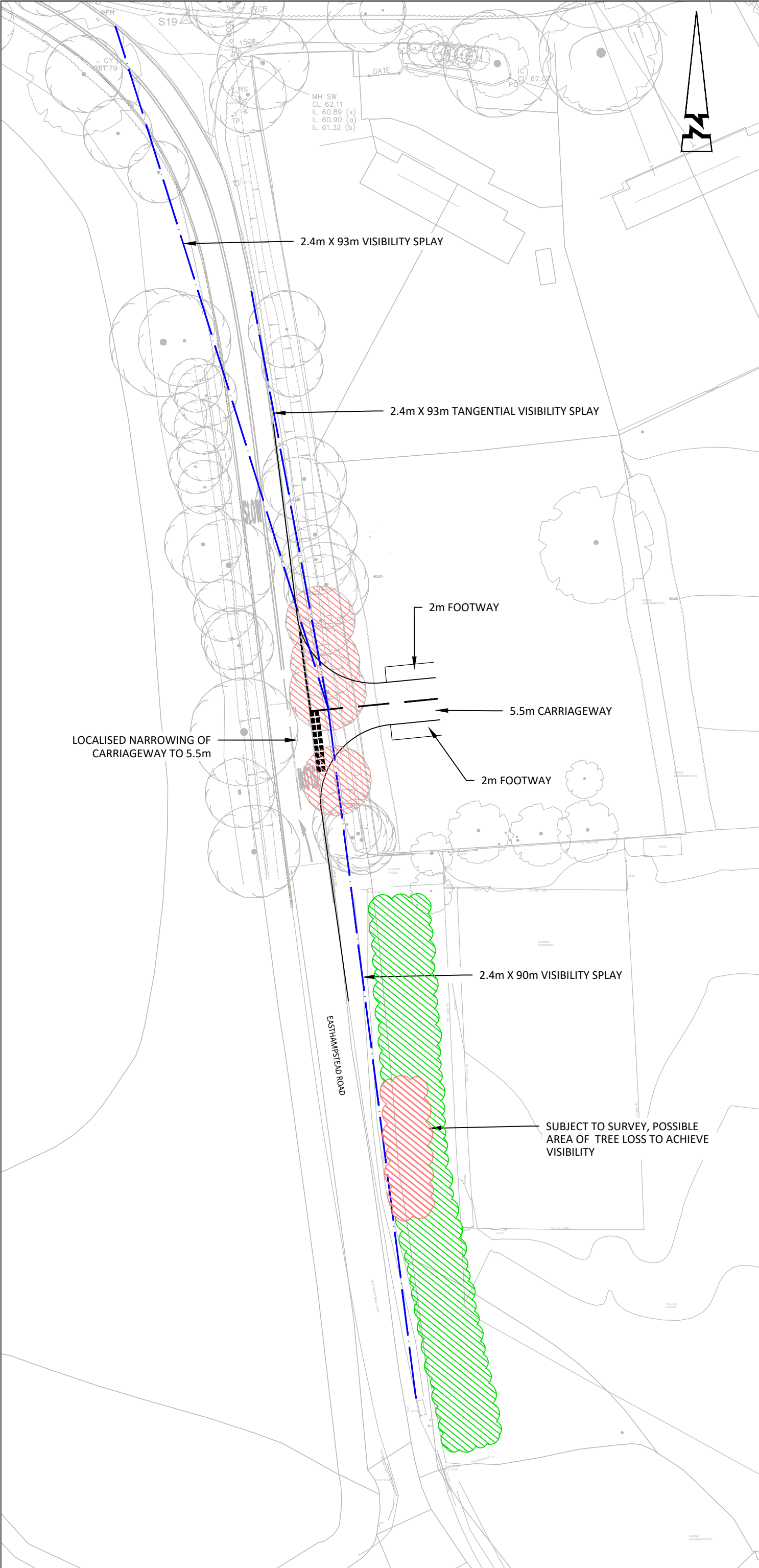
Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**MAIN WESTERN ACCESS
EASTHAMPSTEAD ROAD**

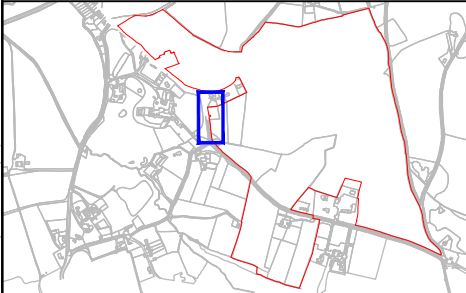
Status
PRELIMINARY

Scale 1:500 @ A2	Date FEB 2023	Drawn TDM	Checked NB
Drawing No A218-014			Revision P4





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KEY

- SITE BOUNDARY
- VISIBILITY SPLAY
- UNSURVEYED VEGETATION / TREES
- LIKELY AREA OF TREE LOSS

P2	07.23	FRAME AMENDMENTS	TDM	PJ
P1	06.23	FIRST ISSUE	TDM	PJ
Rev	Date	Description	Drawn	Checked



3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

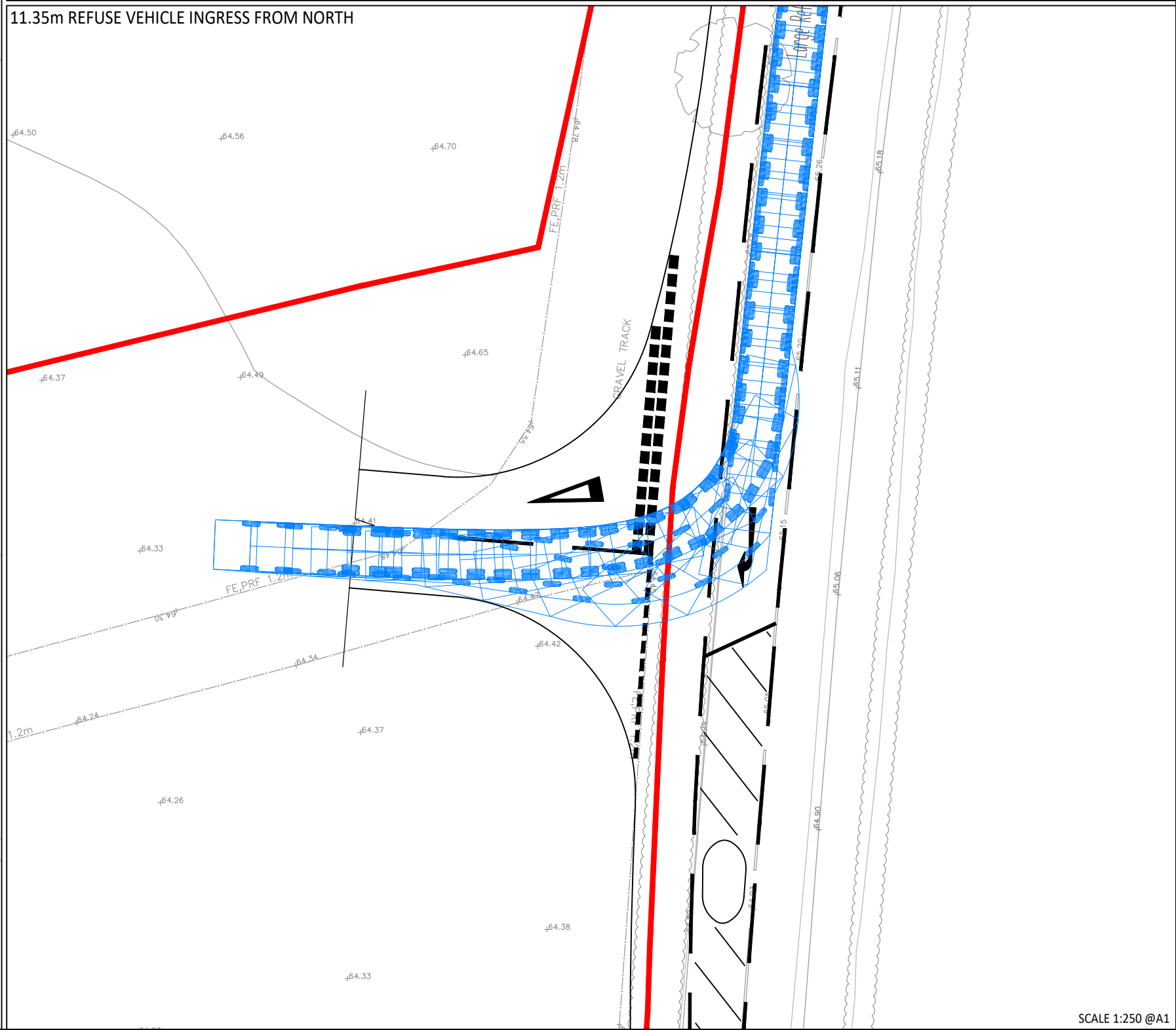
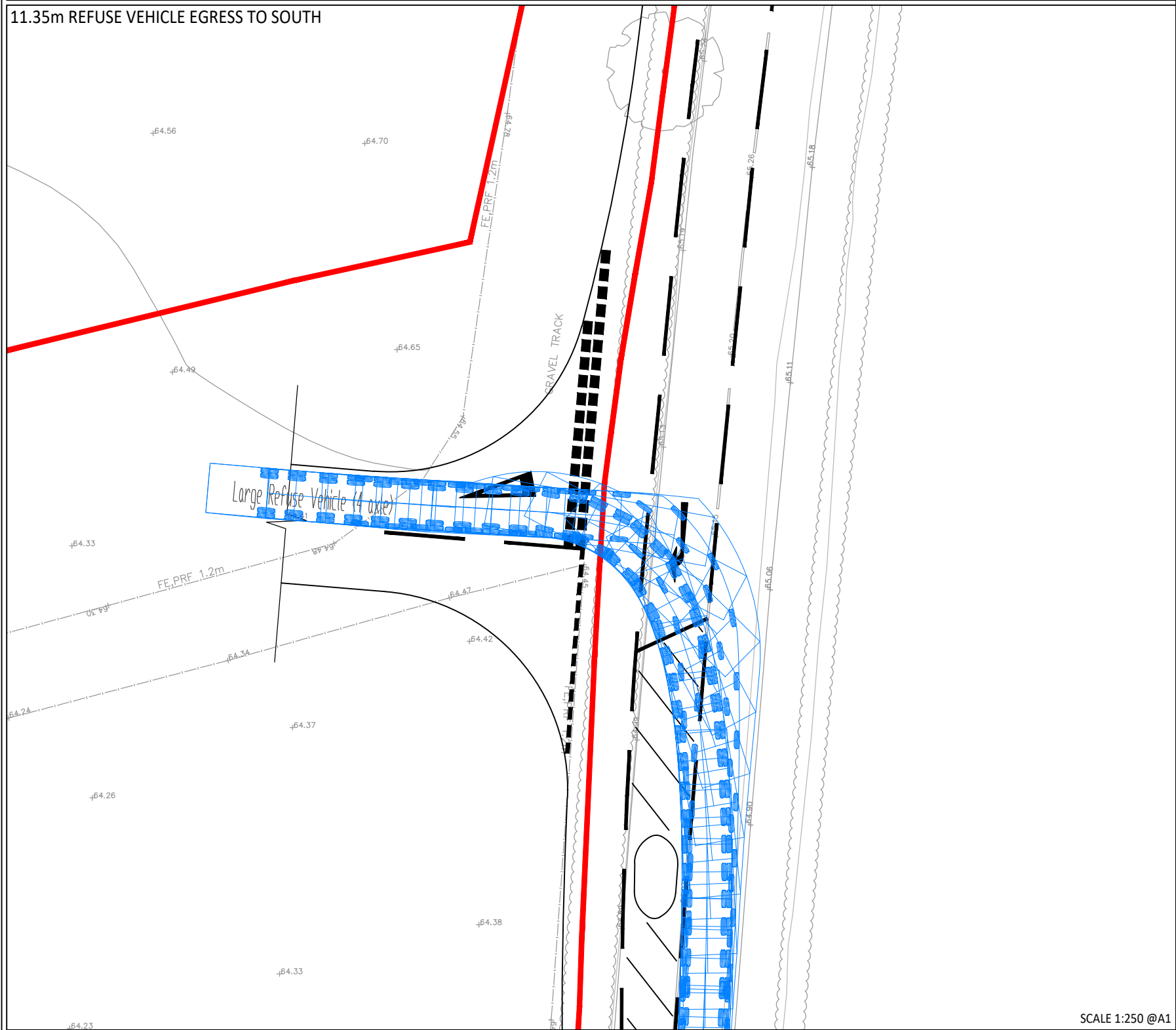
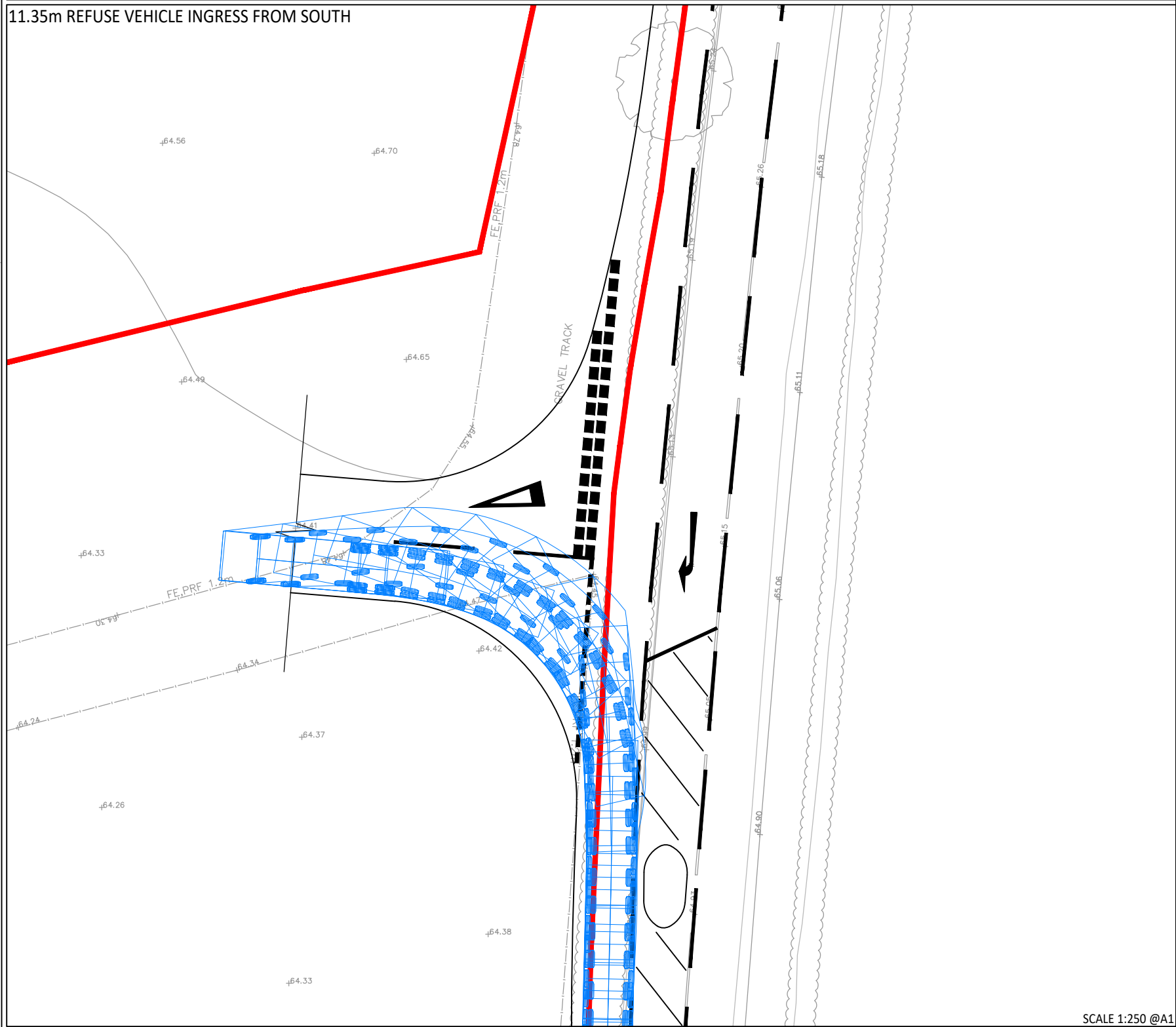
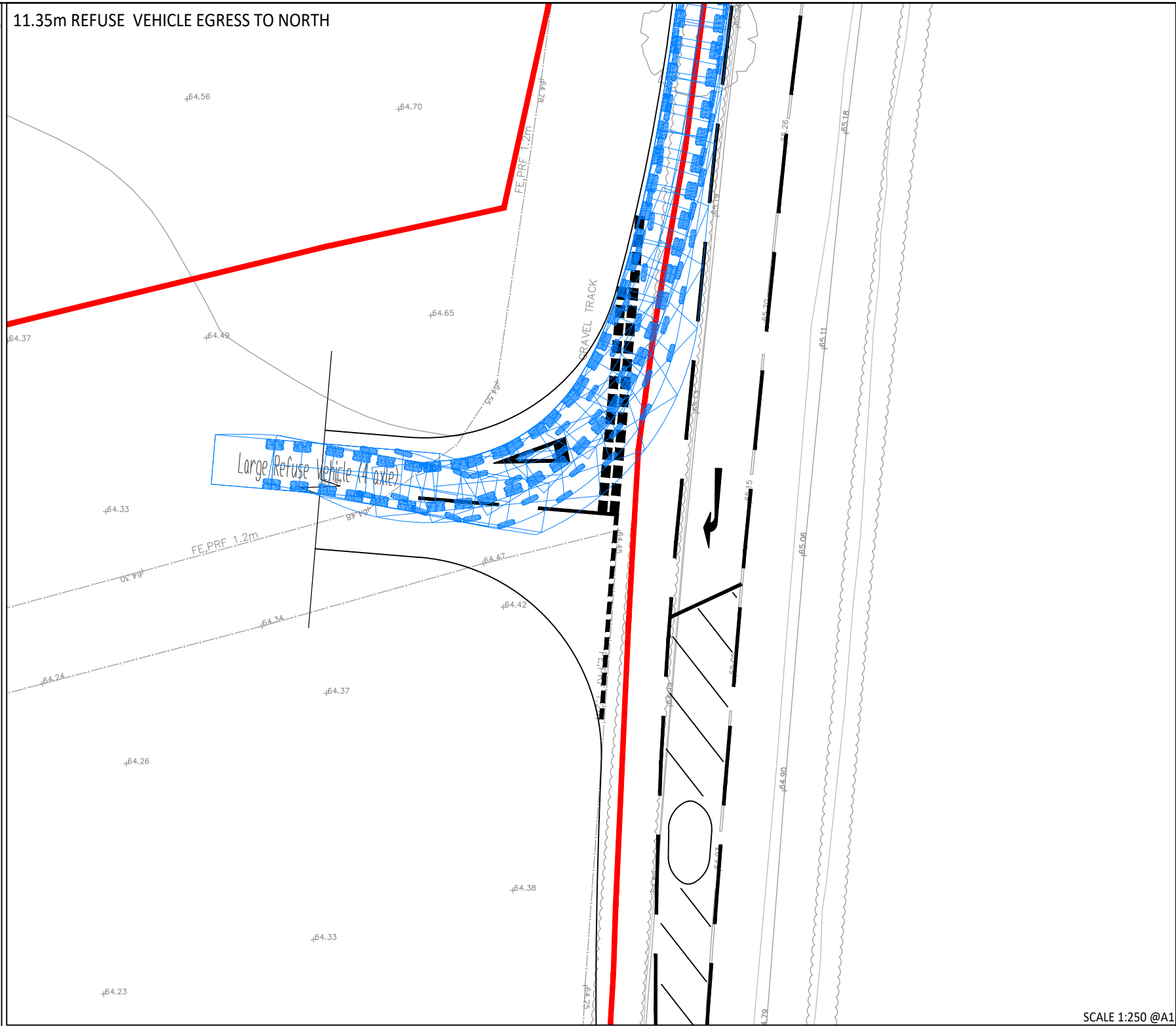
Client
**LIGHTWOOD STRATEGIC /
NICHOLAS KING HOMES**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**SECONDARY ACCESS
EASTHAMPSTEAD ROAD
(WESTERN LOCATION)**

Status
PRELIMINARY

Scale 1:500 @ A3	Date JUNE 2023	Drawn TDM	Checked PJ
Drawing No A218-022			Revision P2



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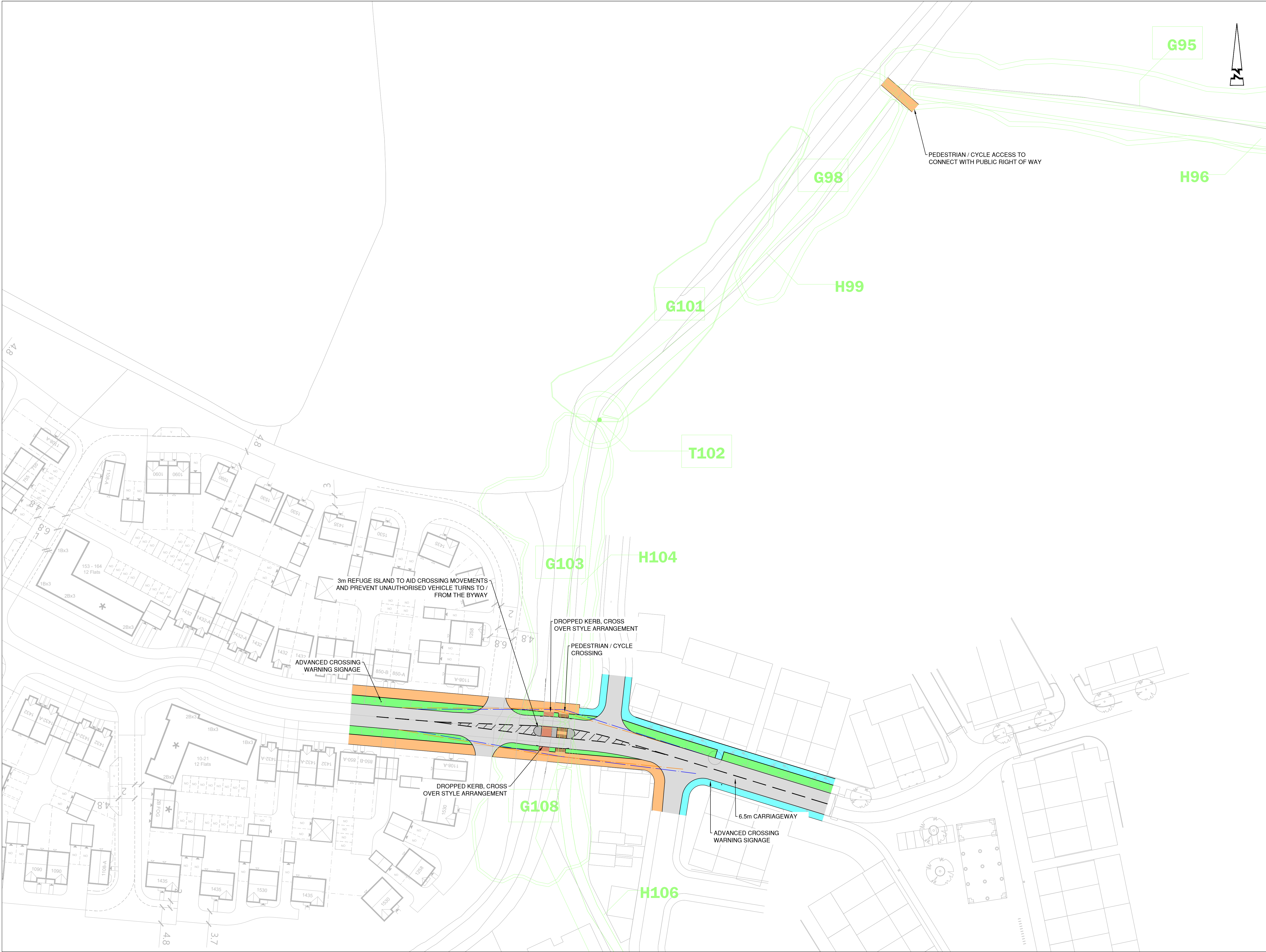
- 2.4m x 215m VISIBILITY SPLAY (60mph)
- 2.4 x 160m VISIBILITY SPLAY (50mph)
- 2.4m TANGENTIAL VISIBILITY SPLAY
- SITE RED LINE BOUNDARY

P2	03.21	ADDITIONAL INFO AND TRAFFIC ISLANDS ADDED		TDM	PJ
P1	01.21	FIRST ISSUE		TDM	PJ
Rev	Date	Description		Drawn	Checked
A L P ABLEY LETCHFORD PARTNERSHIP Consulting Engineers 3 Tealgate, Charnham Park Hungerford, Berkshire RG17 0YT www.alpce.co.uk Tel: 01488 684390					
Client					
MR A PUDNER					
Project					
LAND WEST OF OLD WOKINGHAM ROAD					
Title					
PROPOSED PRIORITY ACCESS JUNCTION (50mph DESIGN SPEED)					
Status					
FOR INFORMATION					
Scale	Date	Drawn	Checked		
SEE VIEWPORT	01.21	TDM	PJ		
Drawing No				Revision	
A218-005					P2



Annex C

Byway 30 Vehicular Crossing



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KEY

- CARRIAGEWAY
- FOOTWAY / CYCLEWAY
- FOOTWAY
- VERGE
- BYWAY
- 2.4m X 43m VISIBILITY SPLAY

P3	01.24	CARRIAGEWAY REALIGNED	TDM	NB
P2	01.24	LIGHTWOOD DETAIL ADDED	TDM	NB
P1	01.24	FIRST ISSUE	TDM	NB

Rev	Date	Description	Drawn	Checked

AL ABLEY LETCHFORD
PARTNERSHIP
Consulting Engineers
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Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client
**NICHOLAS KING
LIGHTWOOD STRATEGIC**

Project
**SOUTH WOKINGHAM
SDL EXTENSION**

Title
**PROPOSED BYWAY
CROSSING ARRANGEMENT**

Status
PRELIMINARY

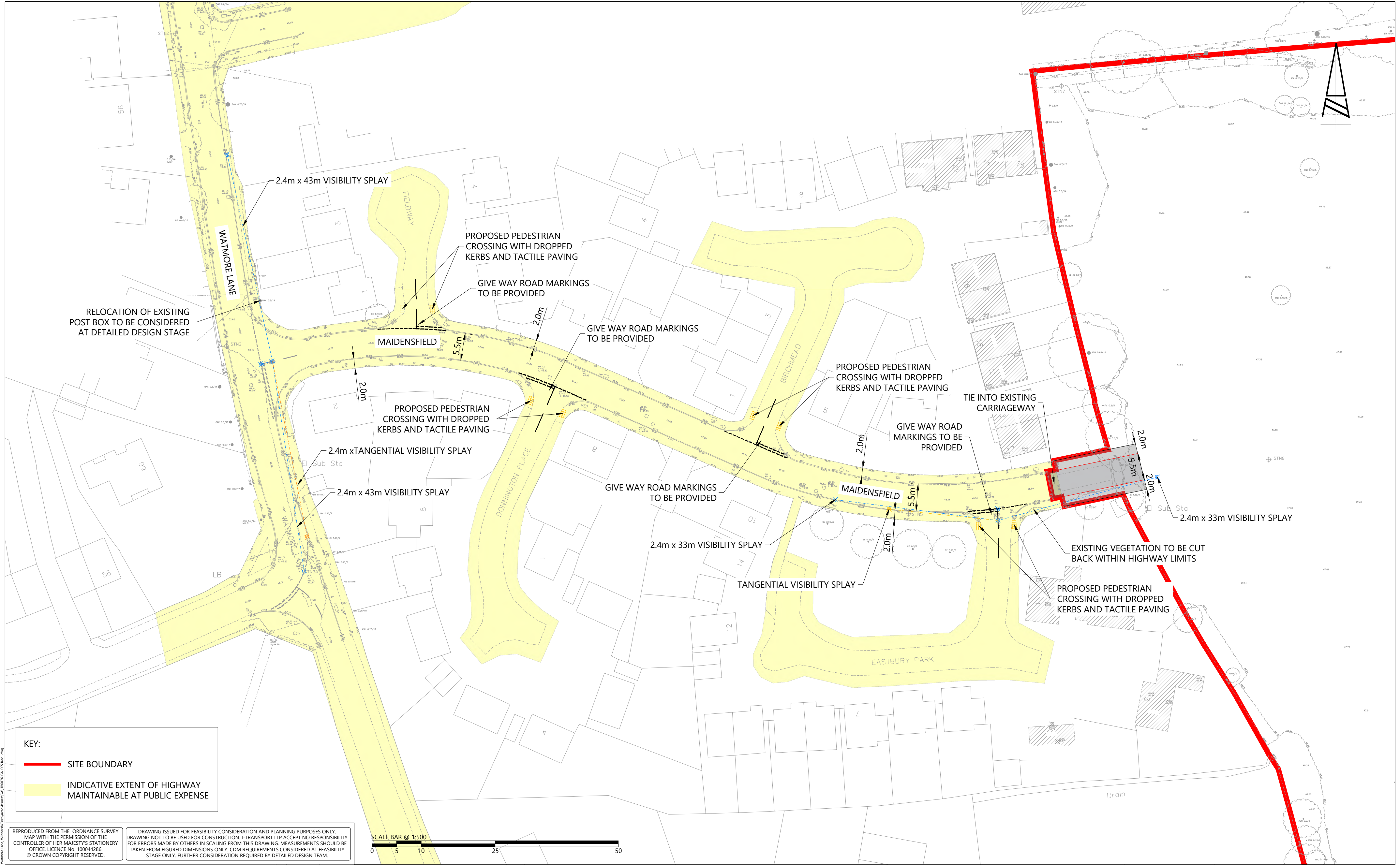
Scale 1:500 @ A1	Date JAN 2024	Drawn TDM	Checked NB
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Drawing No A218-029	Revision P3
------------------------	----------------



Annex D

Additional Committed Development – Watmore Lane



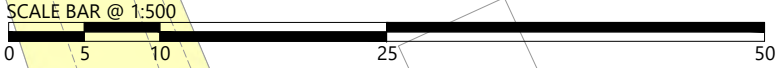
KEY:

SITE BOUNDARY

INDICATIVE EXTENT OF HIGHWAY MAINTAINABLE AT PUBLIC EXPENSE

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286 © CROWN COPYRIGHT RESERVED.

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i-Transport The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk REV DATE BY DESCRIPTION CHK APD PROJECT STATUS: BT BT BT BT BT BT BT BT				TITLE: PROPOSED SITE ACCESS ARRANGEMENTS VIA MAIDENSFIELD CLIENT: TAYLOR WIMPEY FOR INFORMATION LAND OFF WATMORE LANE, WINNERSH				DRAWN: SH CHECKED: TB APPROVED: TB PROJECT No: ITB6076 SCALE @ A2: 1:500 DATE: 29.11.17 DRAWING No: ITB6076-GA-005 REV: I		
--	--	--	--	---	--	--	--	---	--	--



Annex E

Additional Committed Development – Trowes Lane



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT	Croudace Homes Ltd.	DATE	25/11/21
PROJECT	Swallowfield (Croudace)	DESIGN BY	-
TITLE	Proposed Access Option retaining electric poles	DRAWN BY	ARM
		CHECKED BY	ITR
DRAWING No.	5638 / 004	SCALE	1:500 @ A3
		REV No.	



Annex F

Additional Committed Development –
Land West of Park Lane, Charvil



Annex G

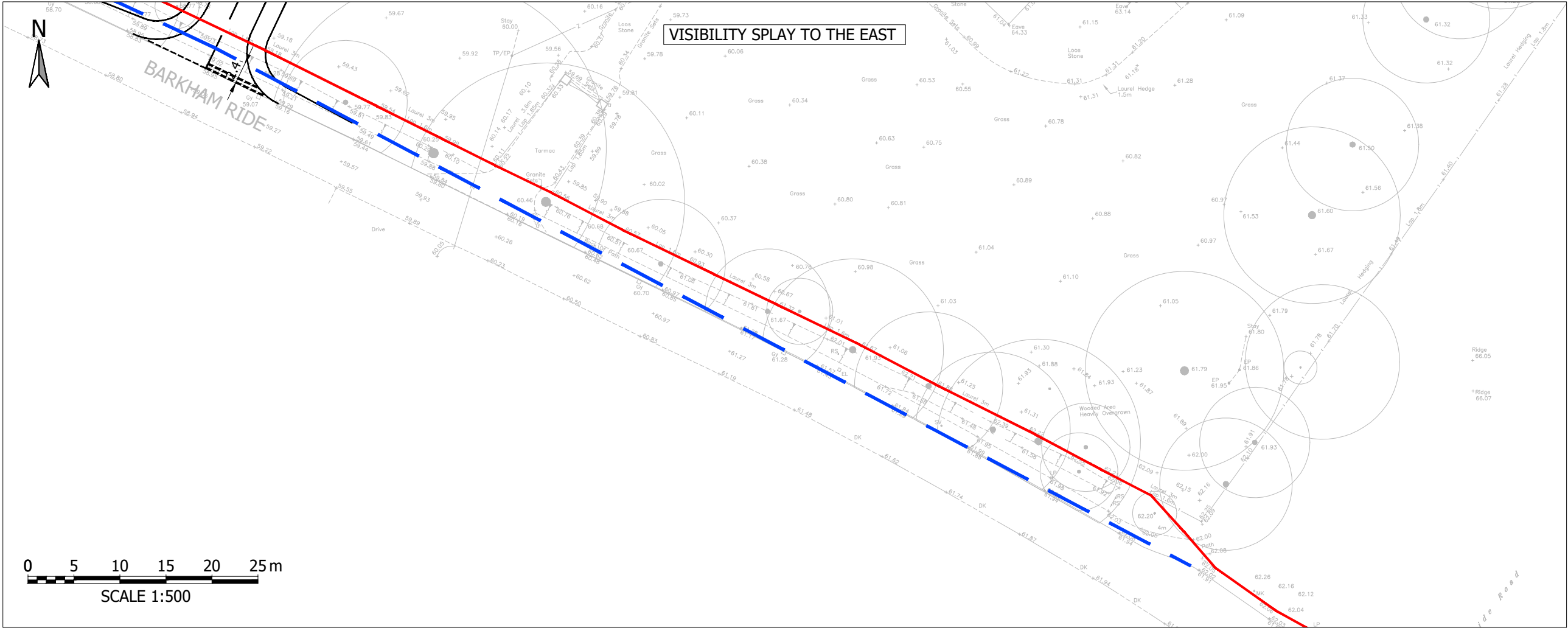
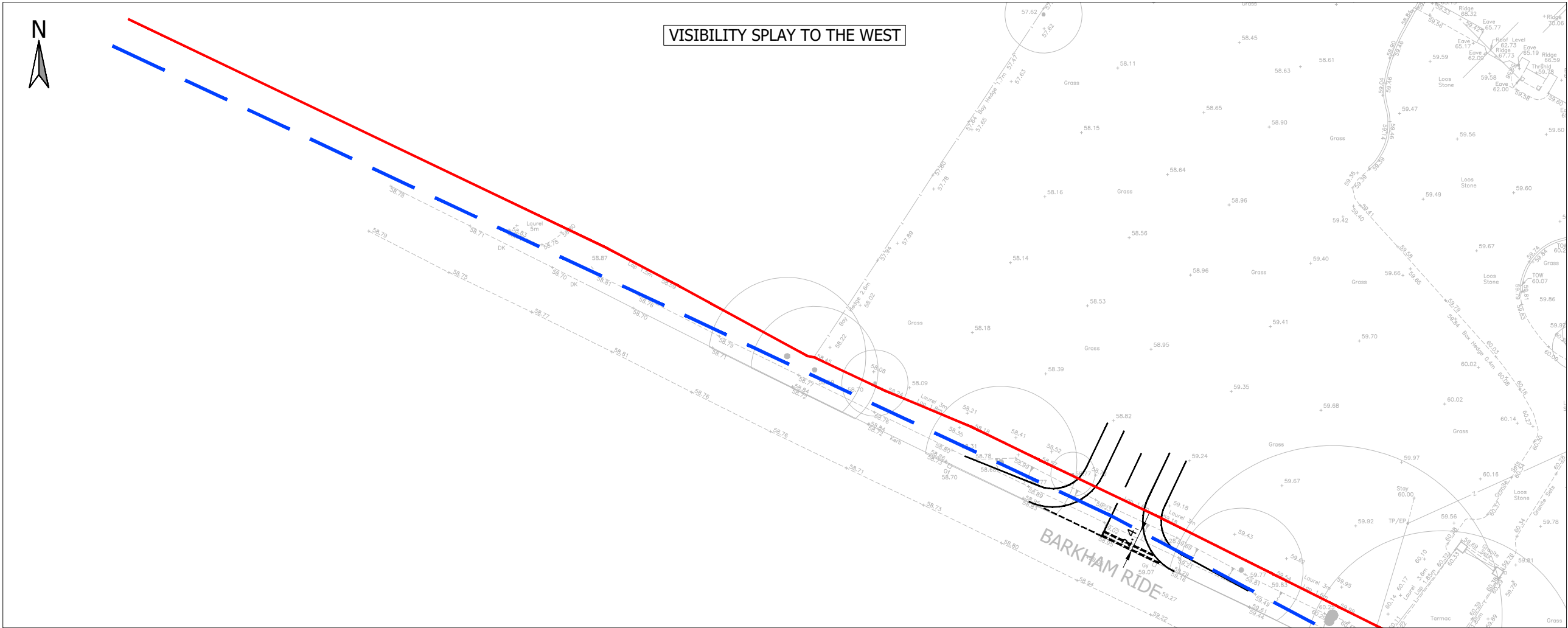
Additional Committed Development – New Bath Road, Twyford



Annex H

Additional Committed Development – Barkham Road, Finchampstead

\\London02.wyg.com\sba\X-Drive\Projects\A110000\A118501 - Barkham Ride, Finchampstead\50 Drawings\51 CAD\784-B042599 - SK0001-SK0003-P02.dwg



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and Tetra Tech shall not be liable for any inaccuracies or deficiencies.

KEY:

- 2.4m x 120m visibility splay based on speed restriction of 40 mph
- Highway boundary

PRELIMINARY ISSUE

P02	AMENDMENTS TO TREE LOCATION	15.12.2023	SJR	GS	NW
P01	PRELIMINARY FIRST ISSUE	27.07.2023	SJR	GS	NW
Rev	Description	Date	Dwn	Chk	App

Document Control					
Issuing Office					
Tetra Tech London					
11th Floor, 1 Angel Court, London, United Kingdom, EC2R 7HJ					
Tel: +44 (0)20 7250 7500					
www.tetratechurope.com					



Client
ELIVIA HOMES

Project Name
33 BARKHAM RIDE
FINCHAMPSTEAD

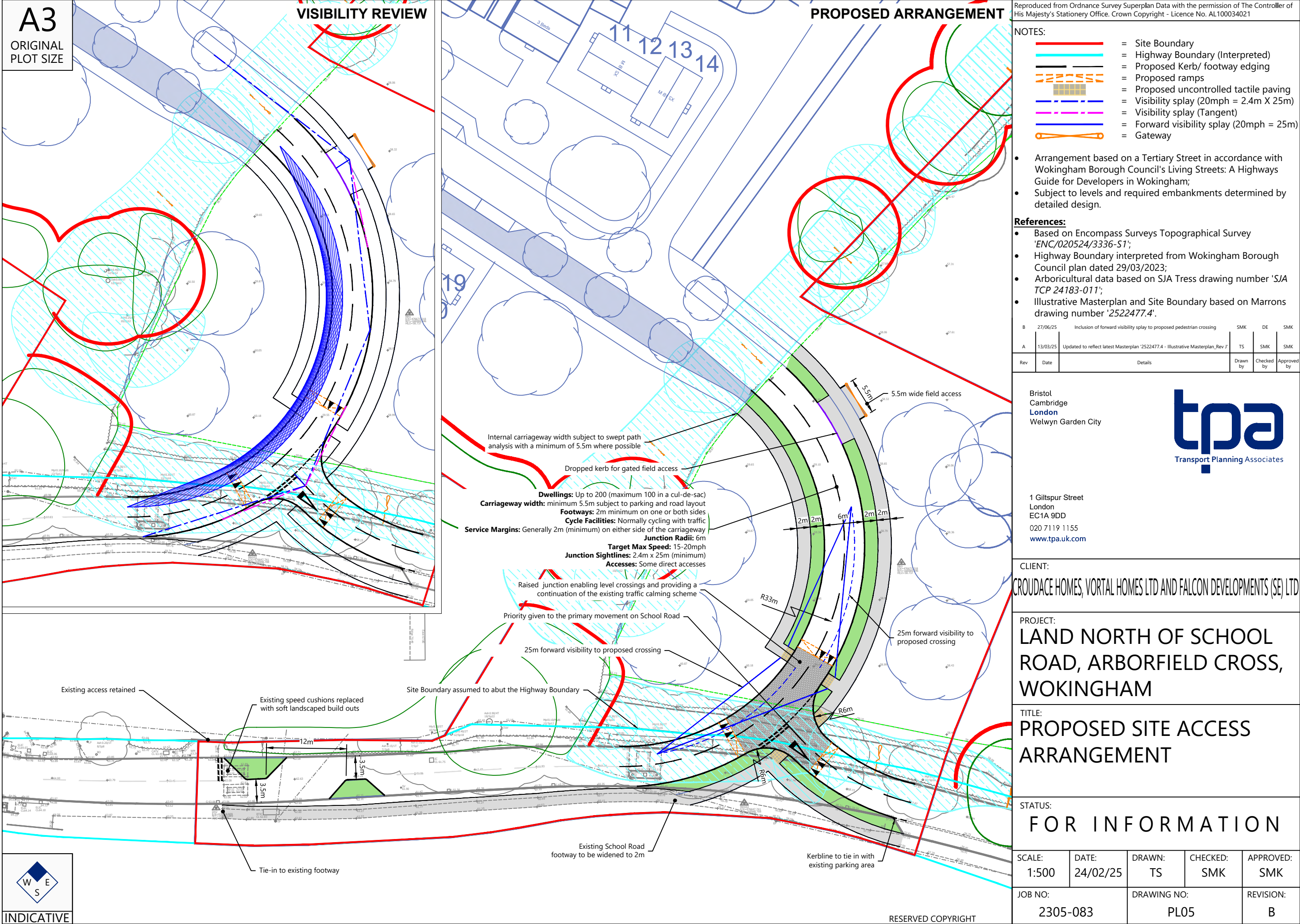
Sheet Title
ACCESS ARRANGEMENT & VISIBILITY SPLAYS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Suitability
B042599	SJR	JULY 23	GS	JULY 23	NW	JULY 23	1:250	S3
Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Rate	Number	Revision	
- TTE	- 00	- XX	- SK	- O	- 0002		P02	



Annex I

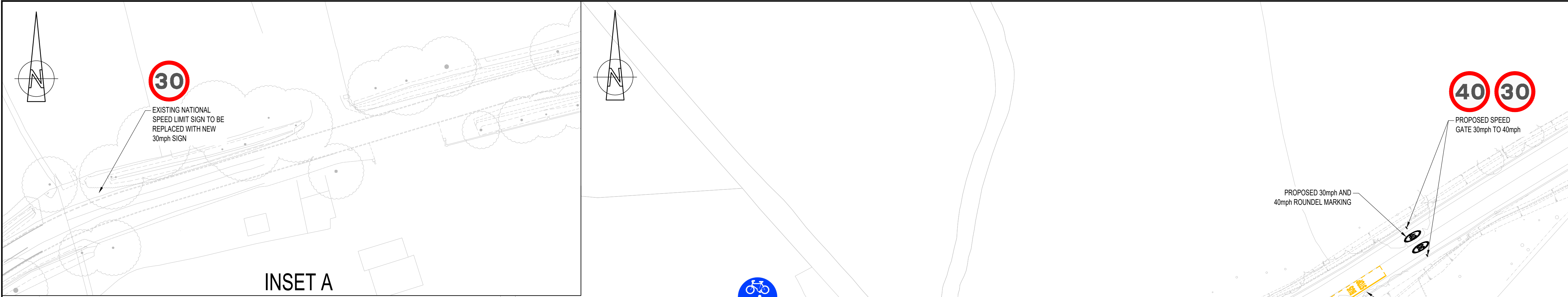
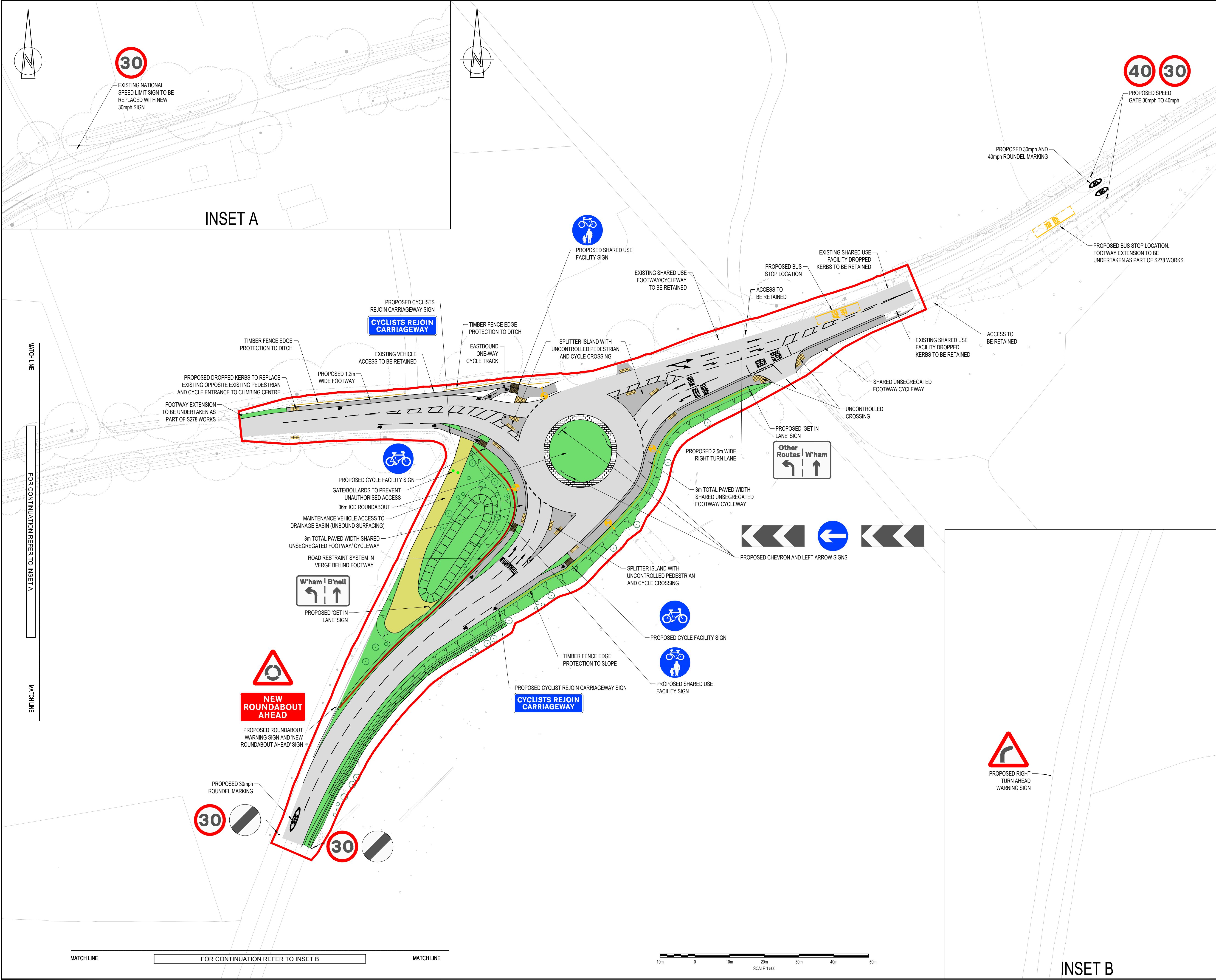
Additional Committed Development – School Road, Arborfield





Annex J

Old Wokingham Road / Peacock Lane Proposed Roundabout



DO NOT SCALE

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

2. ALL LEVELS ARE IN METRES AOD UNLESS NOTED OTHERWISE.

3. ADOPTED LAND BOUNDARY EXTENTS REPRODUCED FROM LAND REGISTRY BOUNDARIES DUE TO INCOMPLETE HIGHWAY RECORDS.

4. LAND BOUNDARIES ARE TO BE CONFIRMED BY LOCAL AUTHORITY. DESIGN IS SUBJECT TO ACQUIRING THIRD PARTY LAND.

5. REMOVAL OF TREES TO BE CONFIRMED BY ECOLOGIST.

6. PRESENT UTILITIES ARE TO BE CONFIRMED.

7. LIGHTING HAS BEEN DESIGNED TO BS EN 13201-2:2015. LIGHTING CLASS C3 HAS BEEN USED ON THE ROUNDABOUT.

LEGEND

PLANNING APPLICATION BOUNDARY

PROPOSED LIGHTING COLUMN

PROPOSED TREES

AMENDED PLAN

24/00802/FUL

10.6.25

Bracknell Forest Council

KEYPLAN

PEACOCK LANE ROUNDABOUT

P05	03/06/2025	JB	UPDATED FOLLOWING BFC COMMENTS	DJF	JC
P04	19/05/2025	NH	UPDATED FOLLOWING WBC COMMENTS	DJF	JC
P03	13/12/2024	JB	UPDATED FOLLOWING WBC COMMENTS	DJF	JC
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

SUITABLE FOR REVIEW & COMMENT

S3

DESIGNER:

Tony Gee

Consulting Civil, Structural and Geotechnical Engineers

www.tonygee.com

Tony Gee and Partners LLP

Hardy House

140 High Street

Esher, Surrey

KT10 9QJ

Tel: 01372 461600

CLIENT:

WOKINGHAM

BOROUGH COUNCIL

Shute End, Wokingham, Berkshire RG40 1BN

Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

PROJECT:

WOKINGHAM MAJOR HIGHWAYS PROGRAMME

SPINE ROAD AND WESTERN GATEWAY PHASE 1

TITLE:

HIGHWAYS

GENERAL ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
1:500	DJF	JC
PROJECT NO:	DESIGNED:	DRAWN:
C118047	JB	JB
DATE:	DATE:	DATE:
October 24	October 24	October 24

DRAWING No:

WMHP-TG-PL-DR-HI-0002

REV:

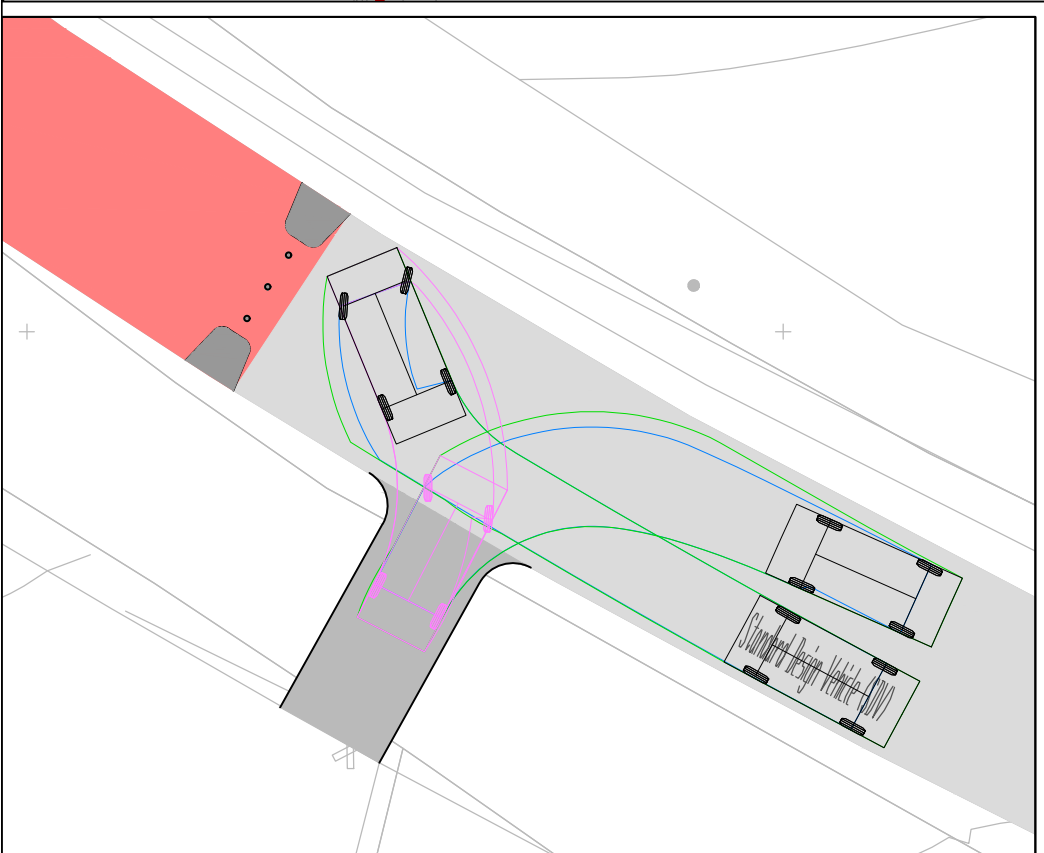
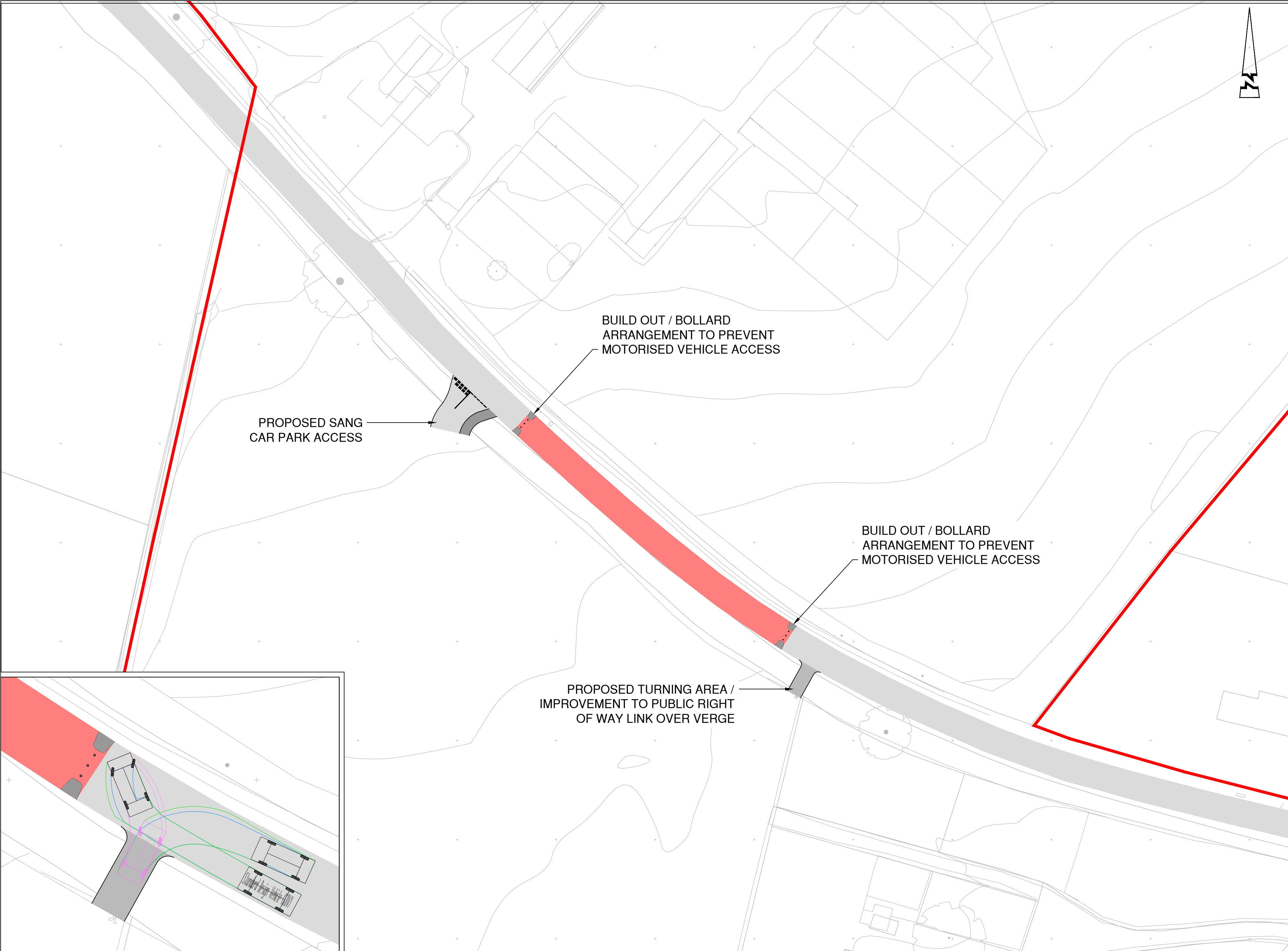
P05

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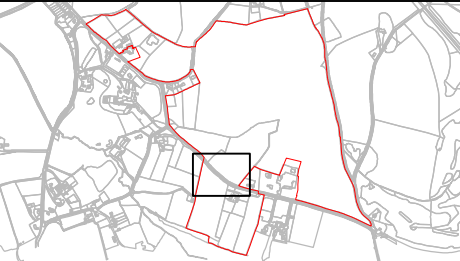


Annex K

Offsite Mitigation Schemes



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- KEY**
- SITE BOUNDARY
 - EXISTING CARRIAGEWAY
 - CARRIAGEWAY CLOSED TO MOTORISED TRAFFIC
 - PROPOSED TURNING HEAD



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 1.800m
Overall Body Height 1.300m
Min. Body Ground Clearance 0.100m
Track Width 2.000m
Lock to Lock Time 4.000s
Wall to Wall Turning Radius 6.000m

P1	02/24	FIRST ISSUE		TDM	NB
Rev	Date	Description	Drawn	Checked	

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Consulting Engineers
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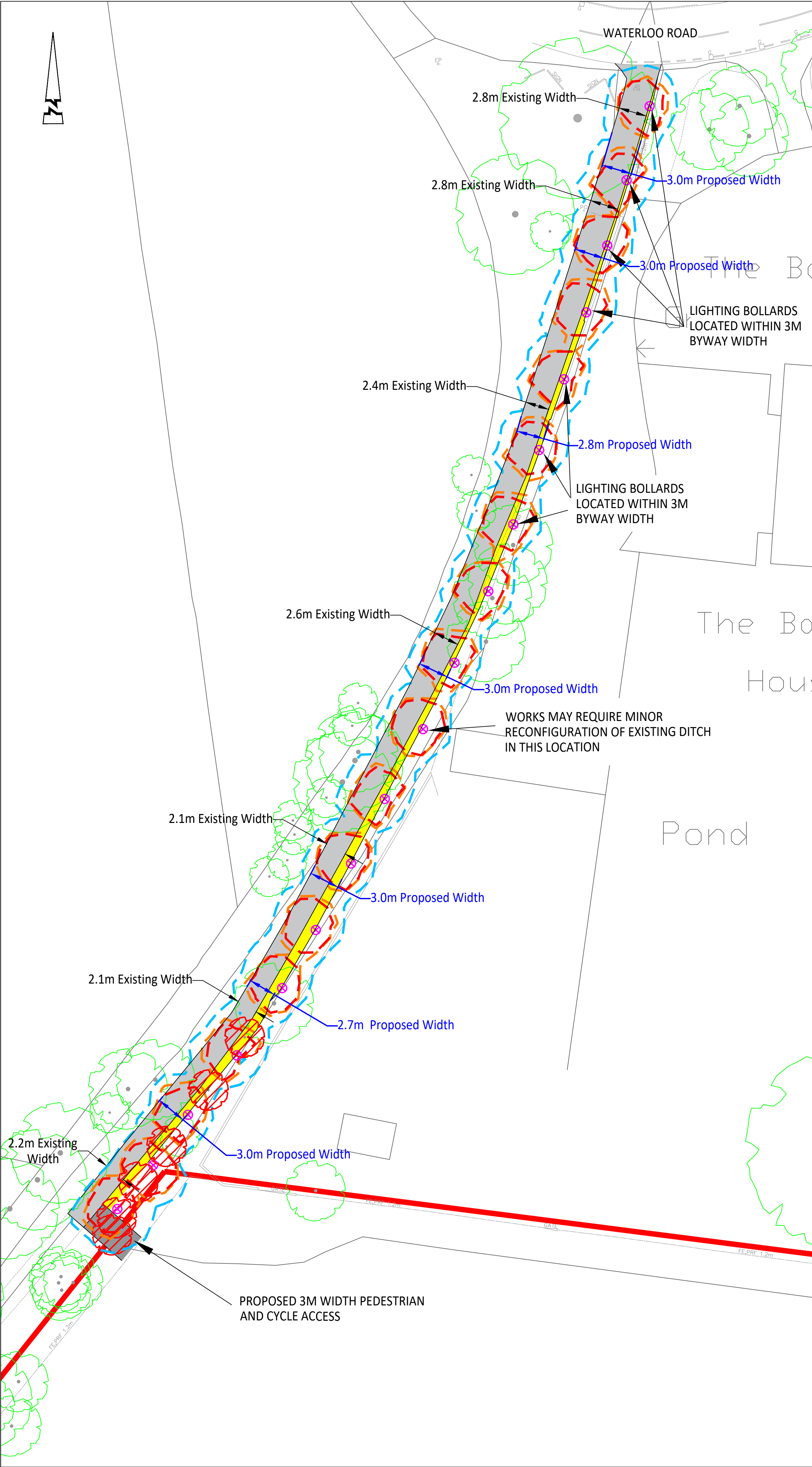
Client:
**NICOLAS KING
LIGHTWOOD STRATEGIC**

Project:
**SOUTH WOKINGHAM SDL
EXTENSION**

Title:
**PROPOSED ROAD CLOSURE
EASTHAMPS TEAD ROAD**

Status:
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A2	FEB 2024	TDM	NB
Drawing No	Revision		
A218-034	P1		



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GENERAL NOTES:

- Do not scale.
- Refer to all other Project Drawings and supporting notes.

KEY:

- Site Boundary
- Extent of Byway to be surfaced
- Additional area to be surfaced to provide a width of 3m (where possible)
- Trees to be retained
- ⊗ Trees to be removed
- ⊗ Proposed lighting bollard location (1.2m high), with 450mm offset from Byway where achievable
- 2.1 Lux contour
- 1.4 Lux contour
- 0.4 Lux contour

P3	03.21	Location Map Added	TDM	PJ
P2	03.21	Access location amended	AG	PJ
P1	10.20	For Issue	AG	PJ
Rev	Date	Description	Drawn	Checked

AL

P

ABLEY LETCHFORD PARTNERSHIP
Consulting Engineers

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Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client

LIGHTWOOD STRATEGIC

Project

**SOUTH WOKINGHAM
SDL EXTENSION**

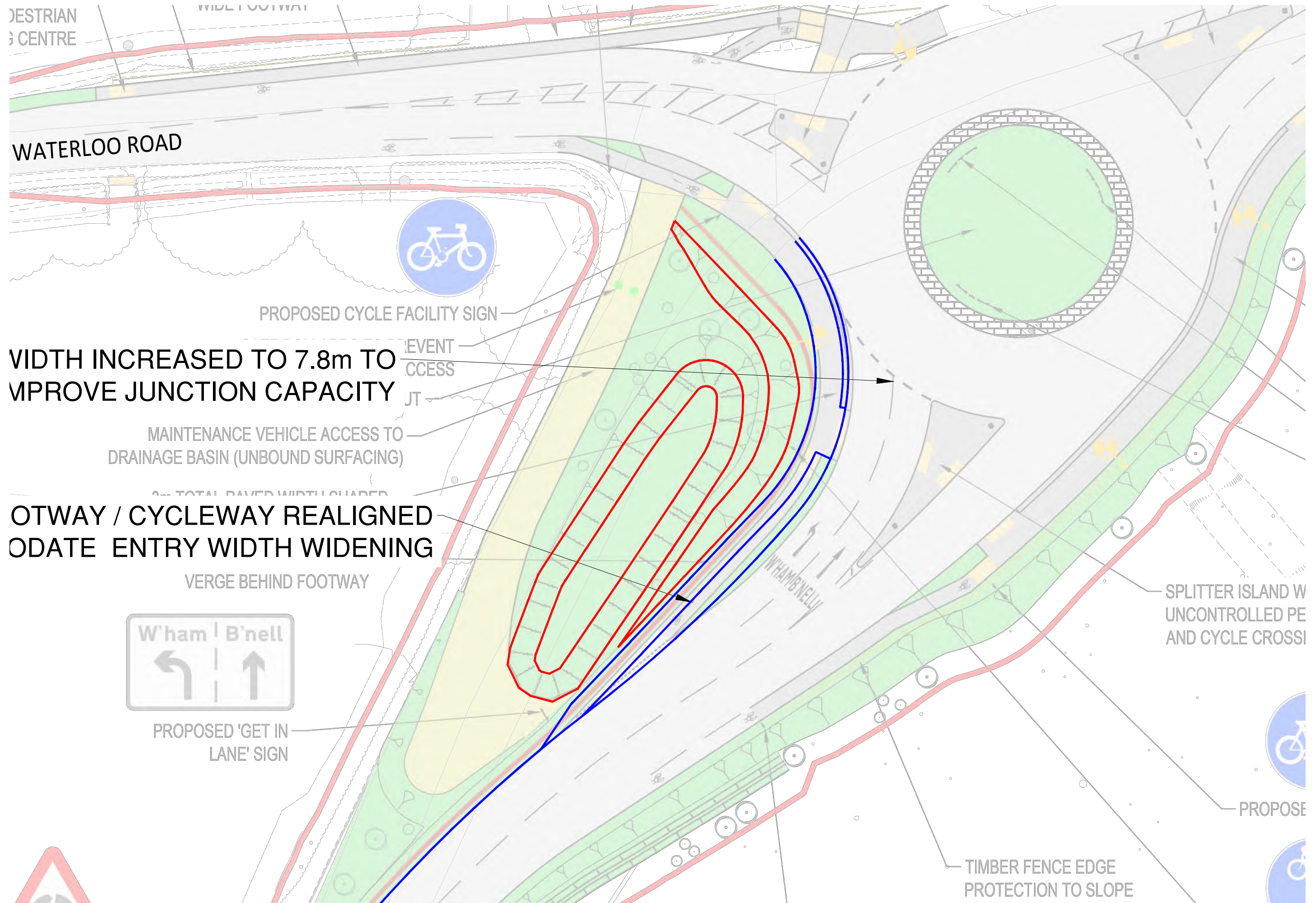
Title

**PROPOSED BYWAY
IMPROVEMENTS
(BOLLARD LIGHTING)**

Status

FOR INFORMATION

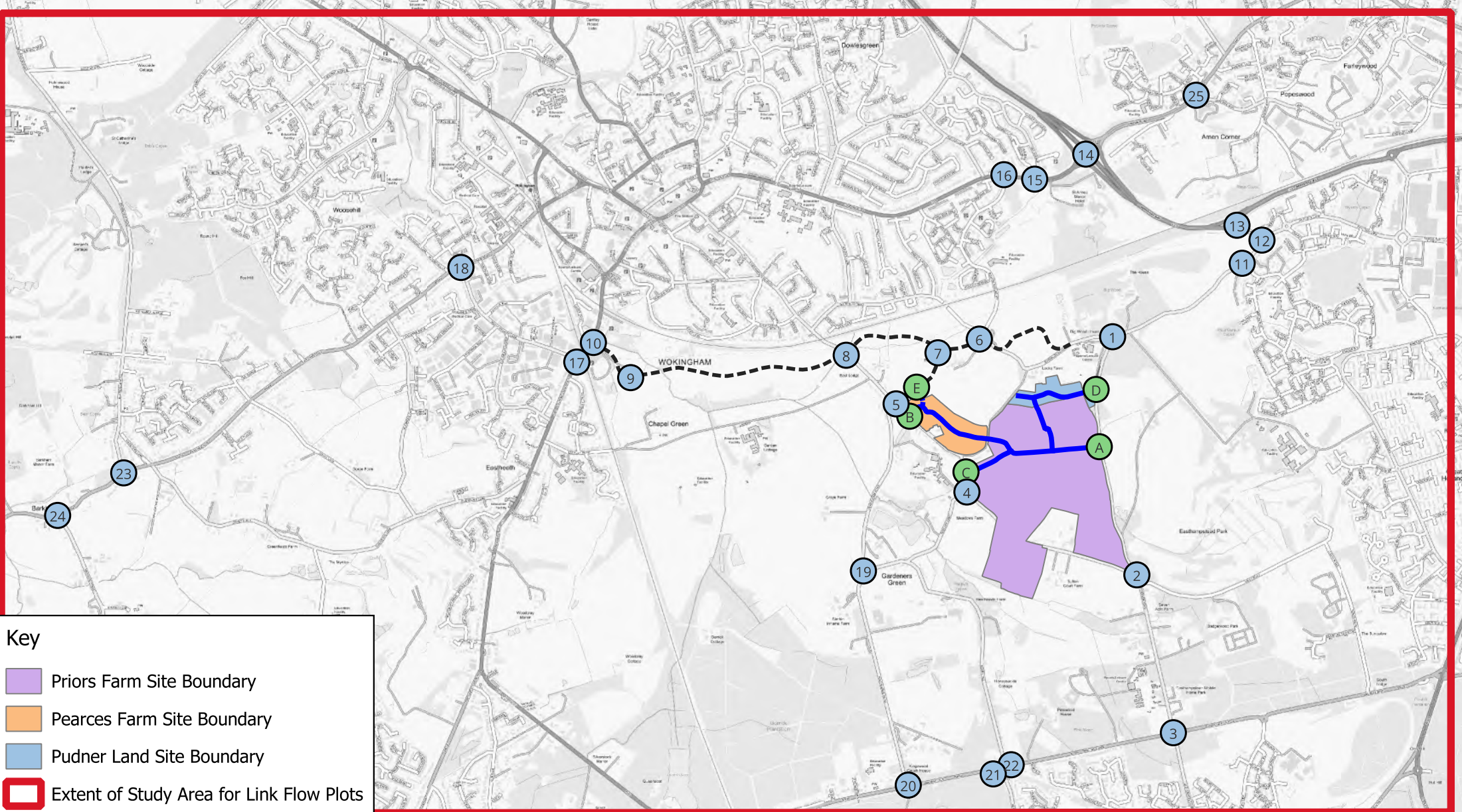
Scale	Date	Drawn	Checked
1:250 @ A2	OCT 20	AG	PJ
Drawing No	Revision		
A218 - 002			P3





Annex L

Model Output Study Area



Key

- Priors Farm Site Boundary
- Pearces Farm Site Boundary
- Pudner Land Site Boundary
- Extent of Study Area for Link Flow Plots

Junction Turning Movements Required

- Site Access Junctions
- External Junctions



Annex M

Concept Signal Access onto Heathlands Link (including 3rd party land)



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KEY

- SITE BOUNDARY
- JUNCTION INTERVISIBILITY ZONE
- CURRENT HEATHLANDS LINK DESIGN ALIGNMENT
- PROPOSED ACCESS WORKS FOR SWSDL EXTENSION SITE
- TPO TREES TO BE REMOVED
- T183
- T184

P4	09.25	UPDATED FROM TRANSPORT MODELLING	TDM	NB
P3	08.23	HEATHLANDS LINK UPDATED	TDM	NB
P2	07.23	FRAME UPDATES	TDM	PJ
P1	05.23	FIRST ISSUE	TDM	PJ
Rev	Date	Description	Drawn	Checked

www.ableyletchford.co.uk

Client

LIGHTWOOD STRATEGIC / NICHOLAS KING HOMES

Project

**SOUTH WOKINGHAM
SDL EXTENSION**

Title

MAIN ACCESS FROM EASTHAMPSHAD ROAD WITH SECONDARY SIGNALISED ACCESS FROM HEATHLANDS LINK

Status

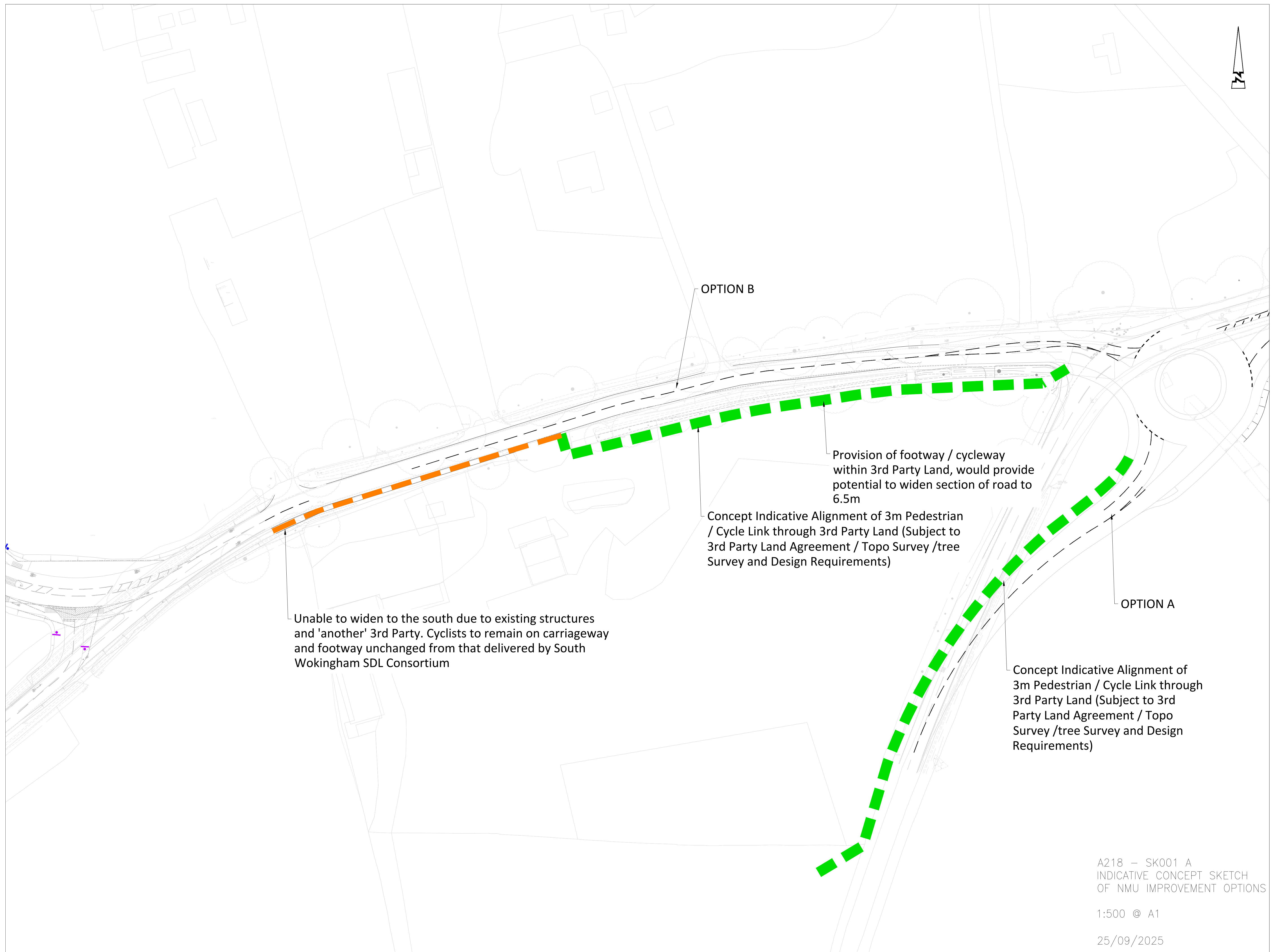
PRELIMINARY

Scale	Date	Drawn	Checked
1:500 @ A1	SEPT 2025	TDM	NB
Drawing No	A218-019		Revision
			P4



Annex N

Indicative Concept Cycle Link along Area X (including 3rd party land)





Transport Planning | Flood & Water Management | Civil Engineering

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