

29 May 2026

Attention: Connie Davis
Wokingham Borough Council
via email

SLR Project No.: 184395

RE: 250733/FUL – Highways Update

Dear Connie,

As you will be aware, we have been in discussions with Alan Lewis regarding the most recent highway consultation response to this application dated 20th April 2026, which responded to the SLR Technical Note dated 24th November 2025.

Having regard to the productive discussions we have had with Alan, I write to provide you with a set of updated drawings and supporting text that I trust allows the Council to reach a positive conclusion on transport matters.

Active Travel Connections

Through the course of our discussions with Alan it was agreed that amendments should be made to the active mode crossings proposed at the Observer Way/Eversley Road and Eversley Road/Langley Common Road roundabouts and intended to be secured as off-site highways works in the s106. The updated drawings, are enclosed and comprise:

- Drawing 184395-PD20 Rev A – the replacement of the existing uncontrolled crossing that provides a link between Observer Way and Baird Close, with a toucan crossing.
- Drawing 184395-PD19.1 Rev A – the relocation of the proposed parallel crossing that would link the site with Langley Common Road to a point 20 metres back from Eversley Road/Langley Common Road, and its conversion to a toucan crossing. Alongside this a shared footway/cycle path is provided through to Rickman Close and then to the crossing that will be provided on Langley Common Road by Crest Nicholson.
- Drawing 184395-PD18.1 Rev A – as with the above, but with the shared footway/cycle path shown parallel to Eversley Road before proceeding to the crossing that will be provided on Langley Common Road by Crest Nicholson.
- Drawing 184395-PD17 Rev A – an indicative active mode crossing at the Sandy Lane/Doles Lane crossroads

It is my understanding that Alan is content with the information presented on these drawings. Two options are shown at Observer Way/Eversley Road and Eversley Road/Langley Common Road roundabouts to allow flexibility in the event that works required by others (incl. the filling in of the Langley Common Road underpass) is delayed. It is the intention that both are included in the s106 and that drawing PD19.1 Rev A would be implemented, unless at the time the s278 is submitted the Langley Common Road underpass has not been implemented, in which case PD18.1 Rev A would be implemented.

In addition to the above, we have also identified a scheme that would encourage and facilitate the use of cycles to and from the site via School Road, as requested. This is shown on Drawing 184395-PD16 Rev A and shows how the proposed shared pedestrian/cycle access into the SANG from Harts Close would potentially connect with Link Way.

It should be noted that whilst this drawing shows a toucan crossing being provided on Eversley Road, Alan has indicated that a separate developer is working up a separate crossing type in this location. This aspect of the School Road link is therefore subject to change, albeit the design we have provided is safe and suitable and deliverable within the adopted highway and could therefore realistically be brought forward by my client.

Finally, it was requested that the Applicant identify a scheme that would improve the ability of active mode users to cross Barkham Road at the Sandy Lane/Doles Lane crossroads. Whilst relatively remote from the application site, it is understood that the justification for an enhanced crossing would offset the modest increase in traffic from the proposed development along the Barkham Road corridor. As noted in the Transport Assessment, this is expected to be in the order of just ten vehicles in the morning and evening peak travel periods.

The notion being this would encourage the use of cycling amongst the wider population. The knock-on effect being, background traffic flows reducing as people shift from car driving to cycling. The premise of this argument is understood (and accepted).

However, as you will aware, there are sections of Sandy Lane and Doles Lane that sit outside of the adopted highway. To this end, and whilst it would suggest that at least some of this land is owned by WBC, my client is understandably concerned that linking an improvement scheme at this location to its application opens them up to a potential ransom situation.

Alan has suggested that, in his view, this risk is manageable due to there being provisions within the Local Government Act (LGA) that would guard against a ransom situation. Having read the relevant section of the LGA that we have been referred to, my client remains concerned that this is not the case.

To overcome this issue my client considers the most appropriate why for a crossing point to be secured in this location would be for an either/or mechanism being included in the s106 Agreement. This being, the Applicant delivering the scheme shown on Drawing 184395-PD17 Rev A providing that WBC first dedicates and adopts the WBC owned land required to implement the proposal as highway at nil cost to my client or if the land has not been adopted as highway by a certain date providing a defined financial contribution for WBC to deliver the crossing.

Primary Site Access

The proposed development is intended to be served through the creation of a fifth arm from the Eversley Road/Langley Common Road roundabout. This is rolled over from the previous withdrawn application at this site (Ref: 230532). Notably, no negative observations were made with respect to the principle of this proposal.

Notwithstanding this, the principle of providing a fifth arm at the Eversley Road/Langley Common Road roundabout has been questioned on the basis that the design does not comply with the Geometric Design of Roundabouts (CD116). It is agreed that CD116 is the recognised design guide for roundabouts, however, it is primarily intended to be used on the strategic road network (i.e. Motorways and higher order A roads). I therefore consider that this document should be used with a degree of flexibility.



This is particularly the case with respect to the sections of CD116 that have been referred to in the most recent highways response when suggesting there may need to make a departure from standards application at the s278 stage. Unlike some aspects of CD116, the sections referred to are ‘recommendations’ and not ‘requirements’. For example, para. 2.3.4 states “*Normal roundabouts with five or more arms should not be provided*”. Notably, there is no such distinction made for compact roundabouts, which is the type of junction that is being proposed at Everlsey Road/Langley Common Road.

In his response to the application, Alan comments that the proposed compact roundabout design may be less suitable to accommodate forecast traffic flows. However, capacity models submitted in support of the application show the junction operating with residual capacity in the peak travel periods when both background (incl. committed schemes) and development traffic reach their combined maximum level.

It should also be noted that compact roundabouts are, by design, slower speed junctions. They are characterised by narrower approaches, reduced number of lanes and tighter deflection that are intended to both simplify the decision making process of a driver but also ensure that upon entering and exiting a junction that this is done at slower speed.

Through our discussions, Alan had suggested that the modelling software used to assess the capacity of the roundabout also be used to predict the accident rate of the proposed changes. Unfortunately, the modelling software does not allow this to be undertaken due to the 1982 research document that underpins this aspect of the software being limited to 3 and 4 arm roundabouts.

Notwithstanding this, it should be noted that all aspects of the proposed design accords with those aspects of CD116 that are requirements rather than recommendations. This was confirmed in our Technical Note dated 24th November 2025 on Drawing 184395-PD04.2 Rev B. Accordingly, the design is such that the safe passage of vehicles is ensured. I therefore maintain that the proposed access provides a safe and suitable means of access, as was seemingly accepted by WBC in relation to application 230532.

Secondary Site Access

In the latest highway response, reference is made to there potentially being a need for a right turn ban enforced at the proposed Observer Way access due to a perceived risk of rear shunt accidents occurring on account of an increase in the number of right turners from Observer Way into the site.

It should be noted that the modelling submitted in support of the application shows that there is unlikely to be any prolonged periods of queuing of vehicles wishing to turn right into the site from this location. Indeed, the following extract from Appendix K of the Transport Assessment confirms there are no queue expected during peak travel periods.

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2026 With Dev						
Stream B-C	0.0	6.54	0.02	0.0	6.61	0.01
Stream B-A	0.0	16.83	0.03	0.0	14.39	0.01
Stream C-AB	0.0	3.05	0.03	0.1	3.66	0.05
2038 With De						
Stream B-C	0.0	6.84	0.03	0.0	6.94	0.01
Stream B-A	0.0	20.76	0.04	0.0	17.01	0.01
Stream C-AB	0.1	2.92	0.04	0.1	3.53	0.05

To this end, it is highly unlikely that a vehicle exiting the Observer Way/Eversley Road roundabout would encounter a stationary vehicle wishing to turn right into the site. However,



it should be noted that even if there was a stationary vehicle waiting to access the site, drivers exiting the Observer Way/Eversley Road roundabout are afforded excellent forward visibility of approximately 100 metres.

If you were to estimate forward visibility splays using the stopping sight distance calculations contained in the Design Manual for Roads and Bridges, this would be the stopping distance required for a vehicle travelling at 40mph. Given vehicles will be exiting the Observer Way/Eversley Road roundabout, which is designed to naturally slow speeds to allow vehicle to give way to one another safely, it is highly unlikely, for speeds of this nature to be consistently reached.

On this basis, we see no need for the right turn ban that has been suggested. It is quite clear that there will be few, if any, vehicles waiting for any period of time on Observer Way to turn right into the site. It is equally clear that sufficient forward visibility is afforded to drivers exiting the Observer Way/Eversley Road roundabout, such that drivers would be able to proceed with caution to avoid the rear shunt accidents that is referred to in the most recent highways response.

I therefore maintain that this junction provides a safe and suitable means of access to both the proposed SANG, and the small pocket of residential development that will be provided on this part of the site.

Concluding Remarks

To conclude, the Applicant is willing:

- To provide an enhanced crossing that would link Observer Way with Baird Close, as shown on Drawing 184395-PD20 Rev A.
- To amend how future residents would cross Eversley Road in order to access Langley Common Road, as is shown on Drawings Drawing 184395-PD18.1 Rev A and Drawing 184395-PD19.1 Rev A.
- To provide a scheme that would encourage the use of cycles to/from the proposed SANG via Link Road and Harts Close as shown on Drawing 184395-PD16 Rev A.
- To *either* deliver or provide a financial contribution towards a new active mode crossing at the Sandy Lane/Doles Lane crossroads, as indicatively shown on Drawing 184395-PD17 Rev A.

These measures would supplement the £914 per dwelling contribution I understand is secured to enhance bus services in Arborfield, and the s106 costs payable to access the MyTravel service that WBC operates. I understand that this is charged at a rate of £540 per dwelling.

Based on the information I have provided in this letter, I remain firmly of the view that the proposed access strategy will ensure safe and suitable access can be provided to what is a modestly sized development. In reaching this conclusion, I have regard to the fact that:

- The upgrades being made to the Eversley Road/Langley Common Road roundabout satisfy the key design requirements of CD116.
- There is adequate forward visibility along Observer Way that will minimise the potential the rear shunt accidents to occur at the proposed secondary access.



Accordingly, and given the Applicant has made a commitment to providing a proportionate level of off-site measures that will enhance the use of non-car modes, I maintain the proposed development represents a sustainable development in the transportation context of the NPPF.

Yours Sincerely,

SLR Consulting Limited



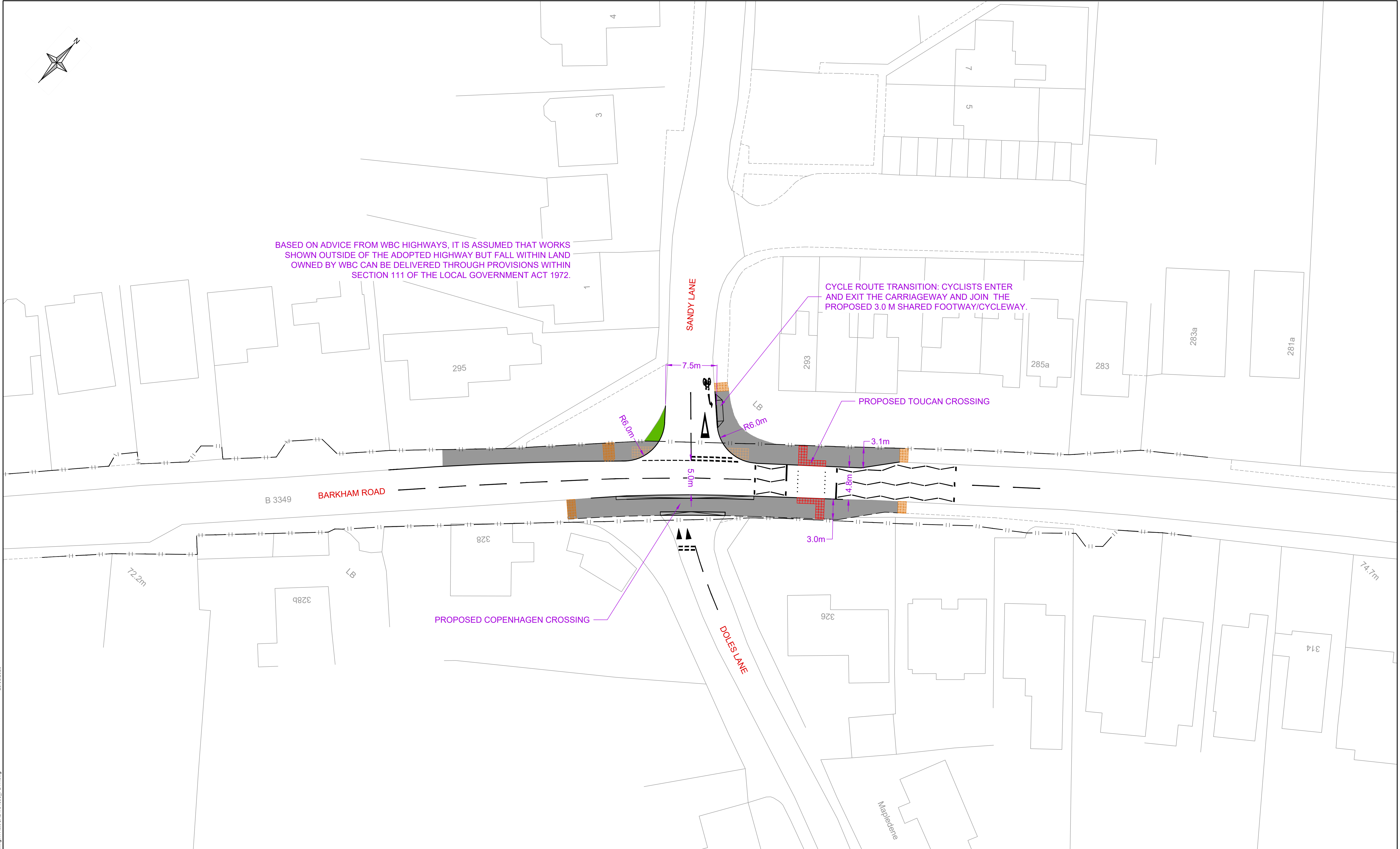
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Attached Drawings:

Drawing 184395-PD16 Rev A
Drawing 184395-PD17 Rev A
Drawing 184395-PD18.1 Rev A
Drawing 184395-PD19.1 Rev A
Drawing 184395-PD20 Rev A







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Designed	Drawn	Checked	Authorised
SCJ	SCJ	JB	N/A
Date	Date	Date	Date
12/02/26	12/02/26	12/02/26	N/A

Rev: A

Scale: 1:250

@ A1

184395

Client

DAVID WILSON HOMES (SOUTHERN)

Project

DUCKS NEST FARM, ARBORFIELD

Drawing Title

GENERAL ARRANGEMENT –
POTENTIAL CYCLE ROUTE (SANDY
LANE TO DOLES LANE)

Rev

Amendments

Date

By

Chk

Auth

A

Note added: works shown outside of the adopted highway but falling within land owned by WBC.

20/05/26

SCJ

JB

KEY

APPLICATION BOUNDARY

HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)

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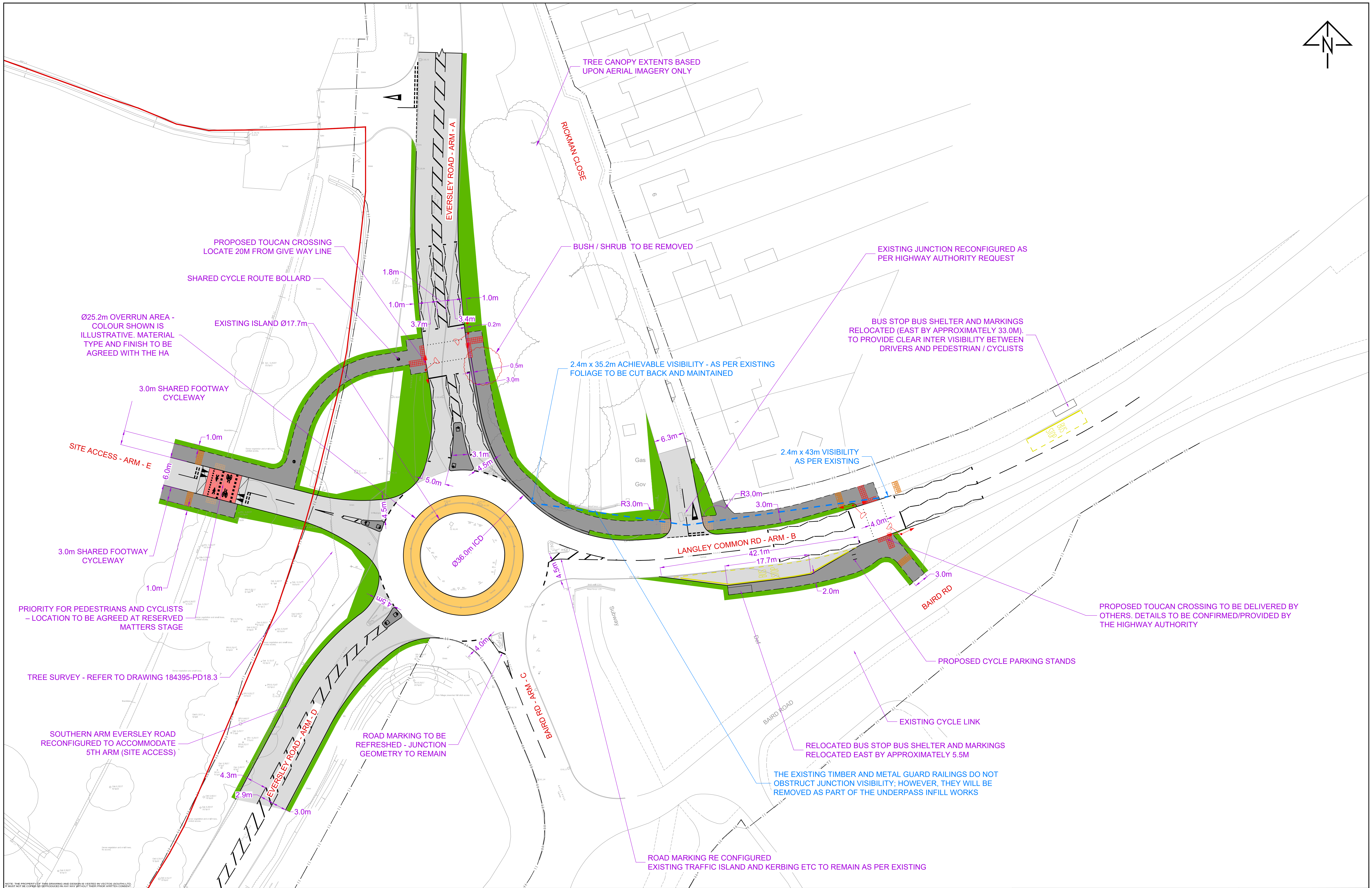
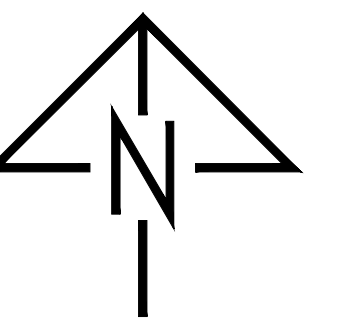
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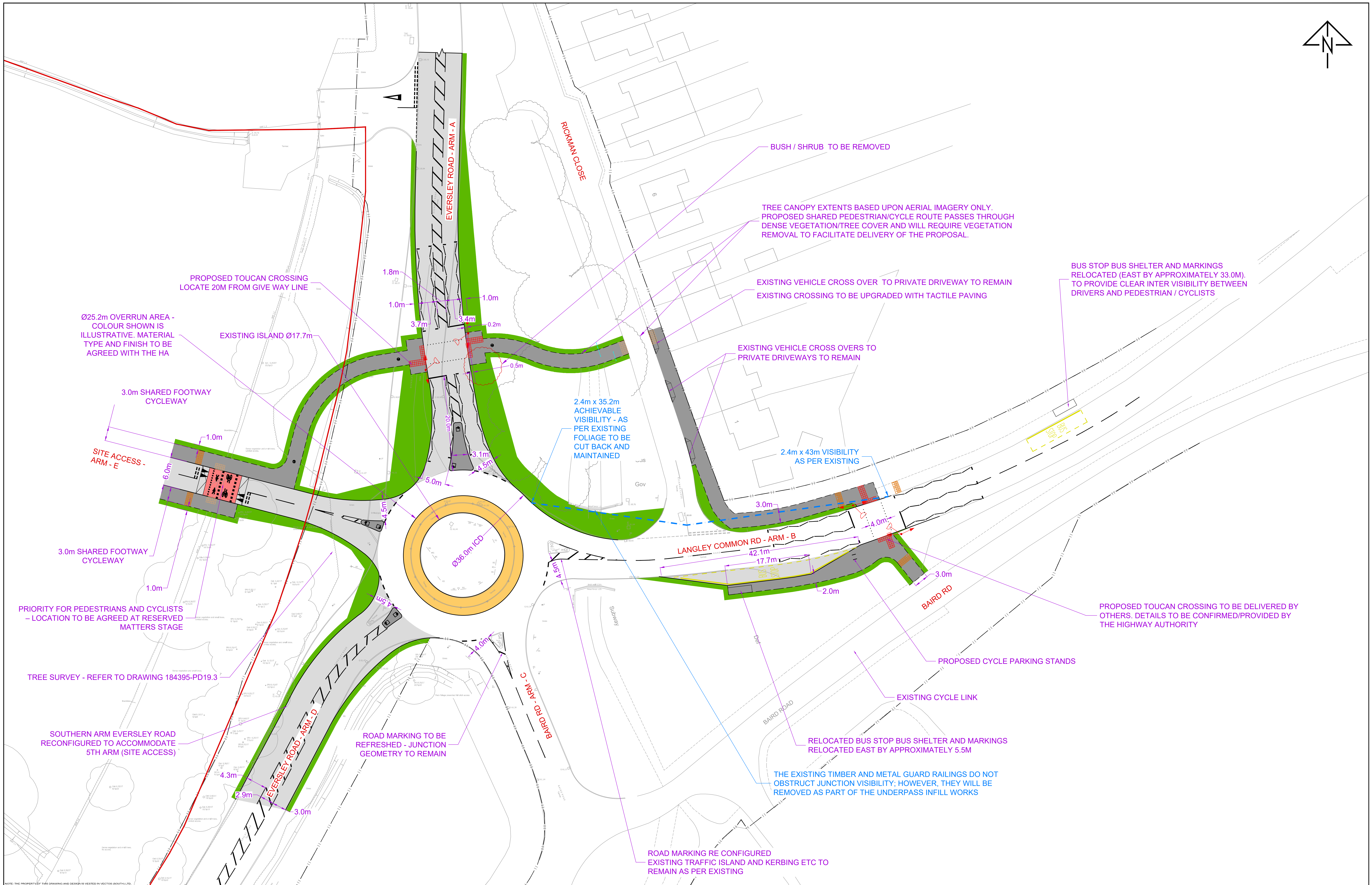
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REV	DETAILS	DRAWN	CHECKED	DATE
A	UPDATED FOLLOWING HA COMMENTS	SCJ	JB	20.06.2026
INFORMATION ONLY				

KEY	
	HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)
	APPLICATION AREA

PROJECT Ducks Nest Farm, Arborfield				CLIENT David Wilson Homes (Southern)	
DRAWING TITLE PROPOSED ALTERATIONS TO EXISTING ROUNDABOUT (COMPACT ROUNDABOUT 36ICD) GENERAL ARRANGEMENT					
DRAWN SCJ	CHECKED JB	DATE 15/06/26	SCALE 1:250 @ A0	DRAWING NUMBER 184395-PD18.1	REVISION A

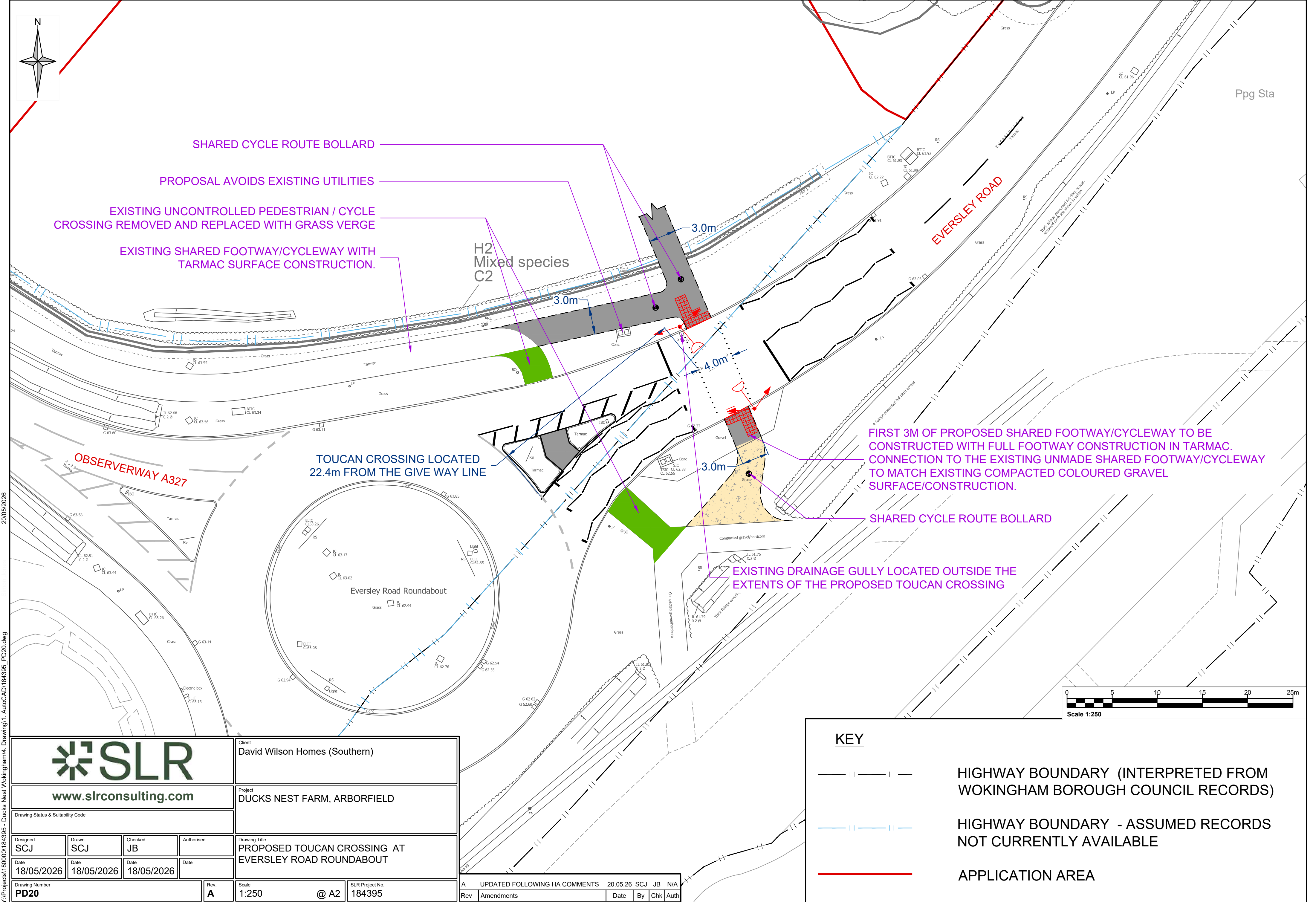
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———— APPLICATION AREA

PROJECT: Ducks Nest Farm, Arborfield				CLIENT: David Wilson Homes (Southern)	
DRAWING TITLE: PROPOSED ALTERATIONS TO EXISTING ROUNDABOUT (COMPACT ROUNDABOUT 36ICD) GENERAL ARRANGEMENT					
DRAWN: SCJ	CHECKED: JB	DATE: 15/05/08	SCALES: 1:250 @ A0		
				DRAWING NUMBER: 184395-PD19.1	REVISION: A



20/05/2026
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				Client David Wilson Homes (Southern)			
www.slrconsulting.com				Project DUCKS NEST FARM, ARBORFIELD			
Drawing Status & Suitability Code							
Designed SCJ	Drawn SCJ	Checked JB	Authorised	Drawing Title PROPOSED TOUCAN CROSSING AT EVERSLEY ROAD ROUNDABOUT			
Date 18/05/2026	Date 18/05/2026	Date 18/05/2026	Date	Scale 1:250 @ A2 SLR Project No. 184395			
Drawing Number PD20			Rev. A	A UPDATED FOLLOWING HA COMMENTS 20.05.26 SCJ JB N/A Rev Amendments Date By Chk Auth			

KEY	
	HIGHWAY BOUNDARY (INTERPRETED FROM WOKINGHAM BOROUGH COUNCIL RECORDS)
	HIGHWAY BOUNDARY - ASSUMED RECORDS NOT CURRENTLY AVAILABLE
	APPLICATION AREA