

Technical Note

Project:	Land at Bridge Farm, Twyford	SMA Ref:	5563.TN10-01
Subject:	Review of Reserved Matters Application 260226		
Prepared by:	Rhys Donoghue	Date:	26/06/2026
Revised by:	Rhys Donoghue	Date:	16/07/2026

1.0 INTRODUCTION

- 1.1. This Technical Note (Note) has been prepared by Stuart Michael Associates (SMA), on behalf of Croudace Homes, to provide highways and transport technical advice in support of the residential development known as Land at Bridge Farm, Twyford.
- 1.2. SMA has been instructed by Croudace Homes to review the documents made available on the Wokingham Borough Council (WBC) planning portal as part of the Reserved Matters (RM) application pursuant to the Outline Planning Consent (WBC planning ref: 223455 (as approved under APP/X0360/W/24/3350170)) for a residential development of up to 230 dwellings, all other associated works and details of vehicular access off of the A4, for the site known as Land to the north of the A4 New Bath Road, Twyford.
- 1.3. This Note is based upon a review of information available in the public domain as of the 26th of June 2026. The observations set out in this Note are based on SMA's knowledge of the local area and experience gained through involvement in a number of successful RM applications secured with Wokingham Borough.

2.0 BACKGROUND

Land at Bridge Farm

- 2.1. Croudace Homes gained planning consent for an Outline Application (all matters reserved except access to the site) for the development of up to 200 dwellings, including 40% affordable housing and associated infrastructure from WBC in July 2023 (planning ref: 212720).
- 2.2. SMA acted as the Highways and Transportation consultant, throughout the outline planning application and is currently providing services to support the S278 works.
- 2.3. Consent was granted for access to the Land at Bridge Farm site via a three-arm 35m ICD roundabout which required the realignment of the A4 into land controlled by Croudace Homes to achieve suitable horizontal deflection on the east and west arms of the roundabout.

Land to the North of the A4 New Bath Road

- 2.4. David Wilson Homes (Southern) (DWH) was granted Outline Planning Consent (ref: 223455) in February 2025 following an Appeal held in December 2024 (ref: APP/X0360/W/24/3350170) for

a residential development of up to 230 dwellings. It should be noted that, all matters including access, were reserved. As such Condition 1 of the planning consent requires that no development shall commence until details of the access have been submitted and approved by the Local Planning Authority (LPA) and Condition 19 requires the first RM application to include details of the proposed vehicular access onto the A4 including visibility splays.

- 2.5. SMA understands that both Planning Conditions 1 and 19 are being addressed with documents submitted under planning reference: 260226.
- 2.6. As part of the Outline Planning Application, a Transport Assessment (TA) was prepared on behalf of DWH by Vectos Ltd, who have since been incorporated into SLR Consulting. This TA provided three potential access options, Option A – Drawing 184398-PD03.3 which proposed a fourth arm taken from the consented Bridge Farm scheme, Option B – Drawing 184398-PD09.1 proposed a 4 arm 35m ICD roundabout constructed entirely within the highway boundary and DWH land, and Option C – Drawing 184398-PD10.1 a 3-arm roundabout with no access to Bridge Farm. SMA understands DWH provided a range of access options due to a perceived uncertainty in the construction timeframe for the Bridge Farm site.
- 2.7. Based on SMA's review of the RM application, DWH and SLR have prepared a revised access option that appears based on the principle of design set out in Option A of the original TA.
- 2.8. It should be noted that, as part of the work submitted in support of the Outline Application, a number of references were made to providing an additional point of vehicular access from the A4. Drawing 184398-PD14-Rev-C, which was attached to Technical Note 184398/N06, set out a proposed simple priority junction located to the west of the consented Toucan Crossing facility which will be provided as part of the Land at Bridge Farm Development.

3.0 LAND TO THE NORTH OF THE A4 NEW BATH ROAD RM APPLICATION

- 3.1. SMA on behalf of Croudace Homes has reviewed all of the information in the public domain produced to support the RM Application which addresses Conditions 1 and 19 of the Land to the north of the A4 New Bath Road appeal decision.
- 3.2. This section provides a brief overview of all relevant documents and highlights any comments SMA may have with the information provided.

Access RM Cover Letter

Overview

- 3.3. An Access RM Cover Letter has been produced by DWH, this letter sets out the documents that will support this RM Application. These documents include a letter from Gateway RSE, who acted as Road Safety Auditors during the Outline Application, technical drawings and modelling outputs.

- 3.4. The Letter confirms that these documents make reference to the most recent site access roundabout design submitted as part of the Land at Bridge Farm Application.

Modelling Summary

- 3.5. The Letter also sets out that the *'site access approach has been revised since the illustrative material submitted with the Outline Application, the site access roundabout continues to operate within theoretical capacity.'*
- 3.6. For ease of reference the following extracts displaying the modelling assessment undertaken for the RM access proposals have been included in this Note.

Extract 3.1 - Access RM Cover Letter Worst-Case Scenario Modelling Assessment

Morning Peak Comparison

Arm	Application 223455				Updated Assessment			
	Q (veh)	Delay (s)	RFC	LoS	Q (veh)	Delay (s)	RFC	LoS
A4 East	1.2	4.41	0.55	A	1.4	5.05	0.58	A
Croudace Access	0.1	4.14	0.09	A	0.1	4.19	0.09	A
A4 West	2.7	7.71	0.73	A	2.8	8.00	0.74	A
Site Access	0.1	5.45	0.11	A	0.3	9.80	0.22	A

Evening Peak Comparison

Arm	Application 223455				Updated Assessment			
	Q (veh)	Delay (s)	RFC	LoS	Q (veh)	Delay (s)	RFC	LoS
A4 East	4.5	10.9	0.82	B	6.5	16.11	0.87	C
Croudace Access	0.1	5.8	0.05	A	0.1	5.89	0.05	A
A4 West	1.9	6.00	0.66	A	2.0	6.30	0.67	A
Site Access	0.0	4.39	0.04	A	0.1	6.96	0.07	A

- 3.7. As the Evening Peak Comparison Table sets out, the A4 East arm is anticipated to have an RFC of 0.87 in the Updated Assessment.
- 3.8. Whilst SMA notes that queuing and especially anticipated delay can be considered to be relatively minor, it should be noted that the TRL User Guide for Junctions 11¹ states the following:
- *'RFC: Ratio of flow to capacity. The RFC provides a basis for judging the acceptability of junction designs and typically an RFC of less than 0.85 is considered to indicate satisfactory performance.'*
- 3.9. It is therefore reasonable to conclude that the A4 East arm will exceed the satisfactory performance for an arm as set out by TRL. Whilst the modelling indicates that the A4 East arm *'continues to operate within theoretical capacity'* of the roundabout, which in this case is assumed to be an RFC of 1.0, it would be reasonable for WBC, acting as the Local Highway Authority (LHA), to seek further confirmation of the impact of the development on the A4 as well as seeking

¹ TRL Software. (2025). *Junctions 11 User Guide*. Crowthorne: Transport Research Laboratory

modifications to the roundabout to ensure a key road – the A4 - is not subject to adverse queuing or delay.

220807 Gateway RSE Letter

3.10. As set out in the Access RM Cover Letter, clarification in the form of a Letter has been produced by Gateway RSE, who provided a Stage 1 Road Safety Audit (RSA) at the Outline Application stage.

3.11. The Access RM Cover Letter states: *'It is also notable that the letter provided by Gateway RSE confirms that the revisions do not have any effect upon the conclusions reached with respect to the indicative design issued in support of application 223455.'*

3.12. Gateway RSE Letter raises the following points:

'Only one of the problems raised in 2022 is relevant to this roundabout; namely Problem 2.4, which identified the possibility of parallel circulating and recommended vehicle swept path analysis. The modified design provides a single lane entry from the development arm, thereby eliminating parallel circulating. We note that the lane destination arrows on the other three arms would also discourage parallel circulating (they would need to be updated for the fourth arm).

Accordingly, the proposed scheme revisions do not alter the problems raised by our Stage 1 RSA, nor our associated recommendations. Furthermore, we do not wish to raise any new road safety problems arising from this amendment. Nevertheless, given the change from a split to a single crossing movement for pedestrians on the development arm, we would reiterate the need to maintain good visibility to/from the tactile paving areas'

3.13. As the design of the roundabout has changed, since the Outline Application, SMA would have expected a Designers Response to be prepared to support the updated access proposals. SMA notes that copies of the October 2022 Stage 1 RSA have been uploaded to the planning portal under this RM Application, but no updated Designers Response has been made available at this time.

3.14. A combined Stage 1 & 2 RSA could be undertaken for the revised proposals which would be accompanied by an up-to-date Designers Response. This combined Audit would also expand the lifespan of the audit whilst including the infrastructure provided by the Land at Bridge Farm Scheme, as it should be noted that the GG119 states: *'Stage 1 and Stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old'*.

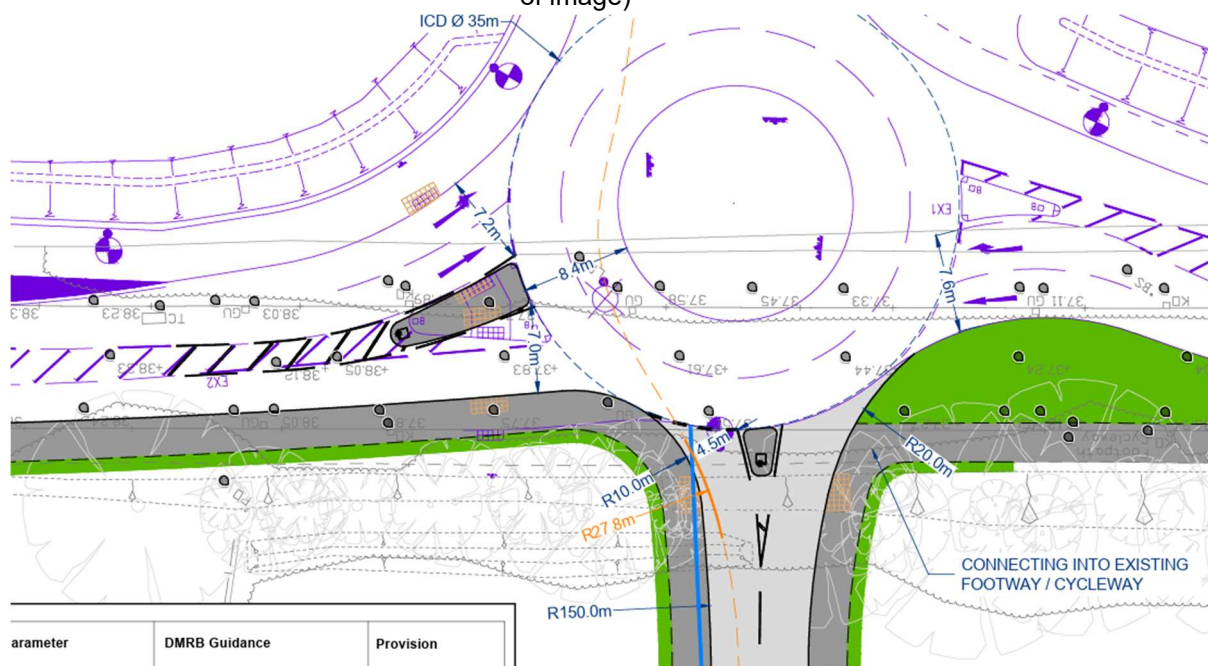
Drawings 422.065540.00001_PD01 Rev B and 422.065540.00001_PD01.1 Rev A

3.15. Drawings 422.065540.00001_PD01 Rev B, referred to as PD01 and 422.065540.00001_PD01.1 Rev A, referred to as PD01.1, provide details of the proposed access arrangements for the Land to the North of the A4 New Bath Road. A DMRB CD 116 Check List is provided on PD01.1.

- 3.16. The access proposals seek to add a forth arm with a single lane approach on the northern side of the roundabout which will provide access to the Land at Bridge Farm site. The following extracts have been taken from these drawings.

Extract 3.2 – Drawing PD01.1

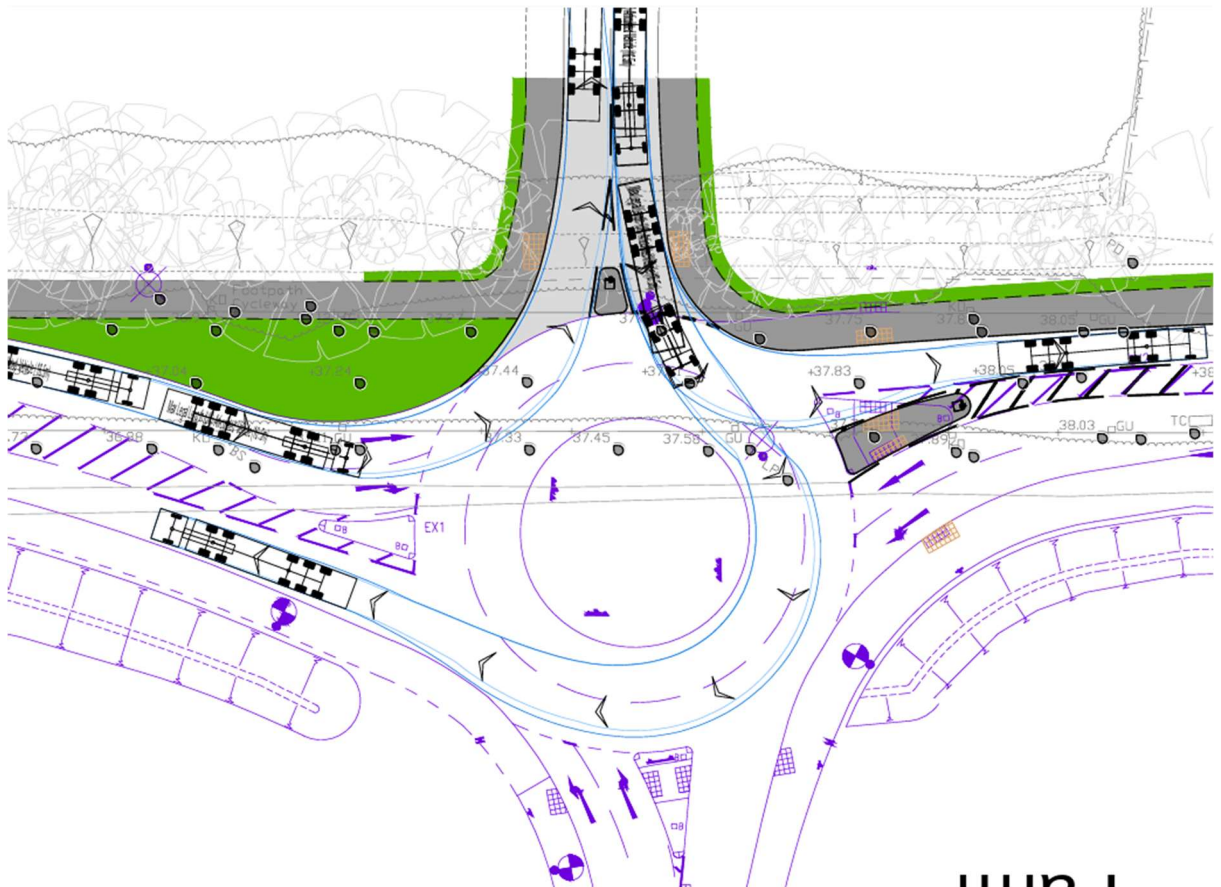
(Land to the North of the A4 New Bath Road proposals shown in colour, north shown at bottom of image)



- 3.17. SMA notes that the proposals will change the width of the central refuge on the A4 Western Arm. SMA assumes this is to ensure vehicles turning left out of site are able exit the roundabout without over running the refuge. SMA notes this refuge could be used by cyclists, as such in line with LTN 1/20 guidance, the refuge should have an absolute minimum width of 2.5m (preferred width of 3.0m-4.0m). However, no dimensions of the refuge can be identified on either Drawing PD01 or PD01.1.
- 3.18. As part of the Outline Application, the proposed Northern Arm or Access to the Land to the North of the A4 New Bath Road arm, was shown to have 2 entry arms. This reflected the provision on all other arms including the Land at Bridge Farm Access or Southern Arm. The updated proposals show a single-entry arm. SMA assumes that this is due to the inability to provide a 2-arm approach and still be DMRB compliant.
- 3.19. Clarification is sought from WBC as the LHA, as to whether a single lane approach is suitable for a development of this scale or when considering the volume of traffic on the A4. SMA notes the A4/ Wargrave Road Roundabout to the east of the site has 2 lane approaches on all arms.
- 3.20. The pedestrian and cyclist infrastructure on the Northern Arm does not match the other arms, as pedestrians and/or cyclists will be forced to cross both lanes, without being able to rest in a central refuge. Due to the nature of the roundabout it is possible for motorised traffic to be approaching

the exit arm from multiple directions. SMA would consider this a barrier for vulnerable users which could prevent sustainable access to and from the site, as well as impacting existing users of the shared cycle footway. As such, clarification is sought from WBC if this approach to pedestrian and cyclist connectivity is acceptable.

Extract 3.3 – Drawing PD01.1 (Rotated for ease of review)
(Swept Path Analysis)



- 3.21. As Extract 3.3 displays, Autotrack Swept Path analysis has been undertaken for a 16.5m Articulated HGV, for manoeuvres into and out of the Northern Arm. SMA notes this Drawing does not show right turns into the site (from the A4 Eastern Arm) or straight ahead from the Land at Bridge Farm Site, although SMA notes this manoeuvre would be unlikely.
- 3.22. When reviewing the Swept Paths, SMA notes the left turn into the site (from the Western Arm) encroaches into the right turn lane. Clarification from WBC is sought as to whether this overhanging is acceptable.
- 3.23. Based on the junction modelling assessment (modelling indicates an RFC of greater than 0.85) and the aforementioned concerns with the vehicle swept path analysis provided. SMA is of the opinion that WBC should provide clarification on whether a larger ICD roundabout should be

provided to accommodate the additional traffic generated by the development and ensure that larger vehicles can safely turn in and out of the proposed development.

- 3.24. At this time without additional information provided by the Applicant, SMA does not believe that the access proposals can be considered safe especially considering the strategic nature of the A4.

Summary

- 3.25. SMA has reviewed the information submitted in support of the RM Application for Land to the north of the A4 New Bath Road. This review has identified a number of areas where further clarification or additional information is considered necessary, including the following matters:

- Clarification of whether an RFC of 0.87 is acceptable on the A4;
- Clarification of whether WBC deems a 35m ICD suitable for a 4 arm roundabout;
- An updated Designers Response based on the revised scheme;
- Dimensions on the proposed central refuge on the Western A4 Arm;
- Clarification of the suitability of the single lane on the Northern Arm;
- Clarification of the suitability of the pedestrian and cyclist facilities on the Northern Arm;
- Additional Swept Path Analysis for all manoeuvres and all relevant vehicle types.

- 3.26. Whilst the proposed access arm can be considered to be based upon the principles set out in the Outline Application, it is important to note the Outline Application had all matters reserved including access, as such it is reasonable to assume this RM application should provide considerable detail to address concerns about the site access.

- 3.27. SMA is of the opinion that the current design does not provide suitable access due to the following matters:

- Modelling indicates an RFC of 0.87 on the A4 Eastern arm, this could result in queuing and delay;
- Potential for large vehicles to overrun lanes causing 'side-swipe' collisions;
- Concerns regarding the pedestrian and cycle facilities on the northern side of the A4 and potential safety concerns.

- 3.28. As such WBC should view the proposed access as unsuitable and should require considerable modifications to the access before considering granting consent for this RM application.

4.0 ADDITIONAL CONSIDERATIONS

- 4.1. The following Section sets out additional information could be provided to ensure that proposed site access is suitable for a development of this scale.

Secondary Site Access

- 4.2. As set out in this Note, during the Outline Application a potential secondary access was proposed. This access in the form of a priority junction was situated between the access roundabout and the Toucan Crossing. Upon review of the documents available on the planning portal, SMA found no reference to this access.
- 4.3. Clarification is sought as to whether the secondary access has been removed and if so on what justification.
- 4.4. If no secondary access has been proposed, is the applicant proposing an emergency access and if so, where would this be located.
- 4.5. As Conditions 1 and 19 of the Appeal decision requests such details of the access including visibility splays are submitted and approved. Any additional access proposals should be provided in detail as part of this RM application.
- 4.6. Clarification of the above is sought due to the potential impact of the Land at Bridge Farm access works.

Additional Drawings and Plans

- 4.7. Based on SMA's experience securing successful RM applications in Wokingham Borough, SMA would have expected to see the following information provided to ensure the access is suitable for approval. These documents include:
- Tracking Drawings for all movements (Refuse/service/car)
 - Levels and Contours Plans (including sections)
 - Proposed Highway Drainage Plan
 - Adoption Plan
 - Impermeable Areas Plan
 - Service Corridor Plan
 - Stage 1/2 Road Safety Audit with Designers response
- 4.8. Without all of the above documents submitted for review it is SMA's opinion that a decision on the suitability of the site access can not be determined as such WBC should request the additional information is provided by the applicant.

5.0 SUMMARY AND CONCLUSIONS

- 5.1. SMA has undertaken a review of the information submitted in support of the Reserved Matters Application for the Land to the north of the A4 New Bath Road, Twyford, on behalf of Croudace Homes.
- 5.2. The review identifies that the proposed RM access arrangement follows the principles of the Outline Planning Application whereby a fourth arm is added to the 35m ICD Roundabout that will provide access to the Land at Bridge Farm Development. However, the Land to the north of the A4 New Bath Road Outline Planning Consent reserved all matters including access, and therefore the Reserved Matters submission should provide sufficient detail to demonstrate that the proposed access is suitable, safe, and deliverable.
- 5.3. SMA notes that the predicted RFC value of 0.87 on the A4 East arm exceeds the typical threshold of 0.85 identified within the TRL Junctions guidance for satisfactory operation. Clarification is therefore sought from WBC as the Local Highway Authority regarding the acceptability of this level of operation and whether any mitigation measures are required.
- 5.4. Further clarification is also required regarding the revised roundabout design, including the provision of a single lane approach on the Northern Arm, the pedestrian and cycle crossing arrangements, and the available swept path analysis. SMA considers that these elements require further consideration to ensure the access arrangements do not create barriers for vulnerable highway users or impact the safe operation of the A4 corridor.
- 5.5. Given that the roundabout design has been amended since the Outline Application, SMA considers that an updated Road Safety Audit and associated Designer's Response should be provided to demonstrate that the revised proposals have been appropriately assessed.
- 5.6. SMA also considers that further information should be provided regarding the previously referenced secondary access arrangement, including confirmation as to whether this has been removed, and if so, the justification for this omission.
- 5.7. Based on SMA's review, additional information and clarification are required before the suitability of the proposed access arrangements can be fully determined. SMA therefore recommends that WBC, as the Local Highway Authority, seeks the outstanding information identified within this Technical Note prior to determining this Reserved Matters Application. Should no additional information or modifications to the proposals be forthcoming, WBC should therefore deem the site access proposals inadequate and refuse the RM application.