

Project Title:	South Wokingham Strategic Development Location Phase 2, Phase R11
Project No/ Document Reference:	A389-TN013
Date:	01 July 2025
Author:	Stephen Millns

Temporary Two Way Access In The Event Of An Emergency

1. Introduction

- 1.1. This Technical Note has been produced by Abley Letchford (AL) to provide clarifications in connection with proposals for a temporary two-way access in the event of an emergency between R11 to Waterloo Road.

2. Access Proposals

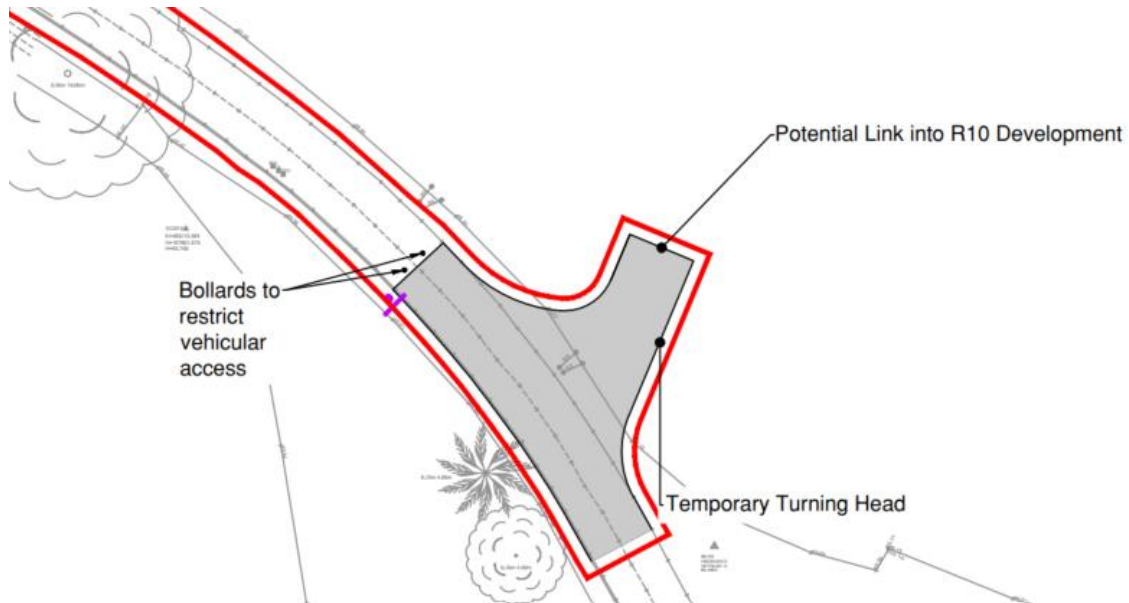
- 2.1. The R11 development will consist of two accesses located to the north east and west of the site. The north eastern access will provide connection to Waterloo Road through a new T-junction that is being delivered as part of the consented R10-R14 Link Road (WBC Planning Reference: 240892). The western access will be in the form of a T-junction and will connect to the Heathlands Link (also known as the Croudace Link). This link will connect the future SWDR and Easthampstead Road and is being delivered by WBC.

3. Waterloo Road

- 3.1. As part of the consented R10-R14 Link Road scheme, Waterloo Road will be closed to motor vehicles at the northern connection with the R10-R14 Link Road within one month of the completion of the full link road scheme.
- 3.2. The subsequent section of Waterloo Road southwards, as far as the initial Waterloo Road turning head, which will subsequently become the southern access into R10, will become a pedestrian and cycle only route with bollards installed to prevent motor vehicle access.
- 3.3. The temporary Waterloo Road turning head, until the R10 south access is complete, is illustrated in **Figure 1**.

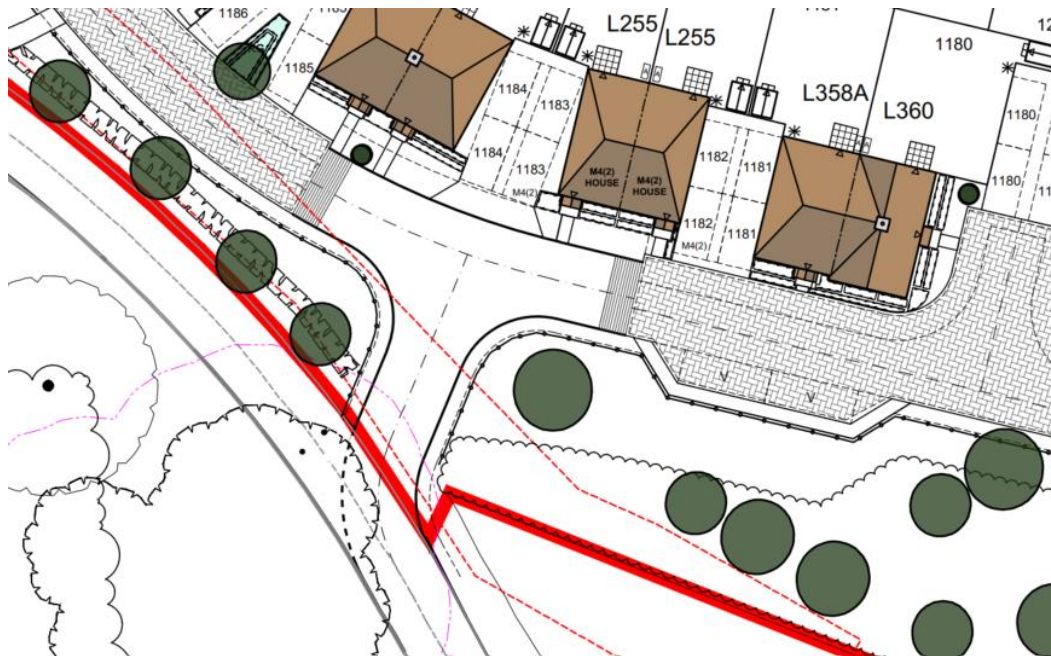


Figure 1: Temporary Waterloo Road turning head



- 3.4. The highway arrangement on Waterloo Road once the R10 southern access is completed is illustrated in **Figure 2**.

Figure 2: R10 Southern Access



- 3.5. This will involve the relocation of the southern bollards located on Waterloo Road when the temporary turning head is in place being positioned closer to the R10 southern access, which is to prevent vehicles parking on Waterloo Road beyond the entrance into R10.

4. Temporary Two-Way Access in an Emergency

- 4.1. In the event that the Heathlands Link is unlikely to be finished and open by the completion of the 100th unit on R11, there is a WBC requirement to create a 'temporary two-way access in



the event of an emergency' until the Heathlands Link is open so that it could provide an alternative access in an emergency to R11.

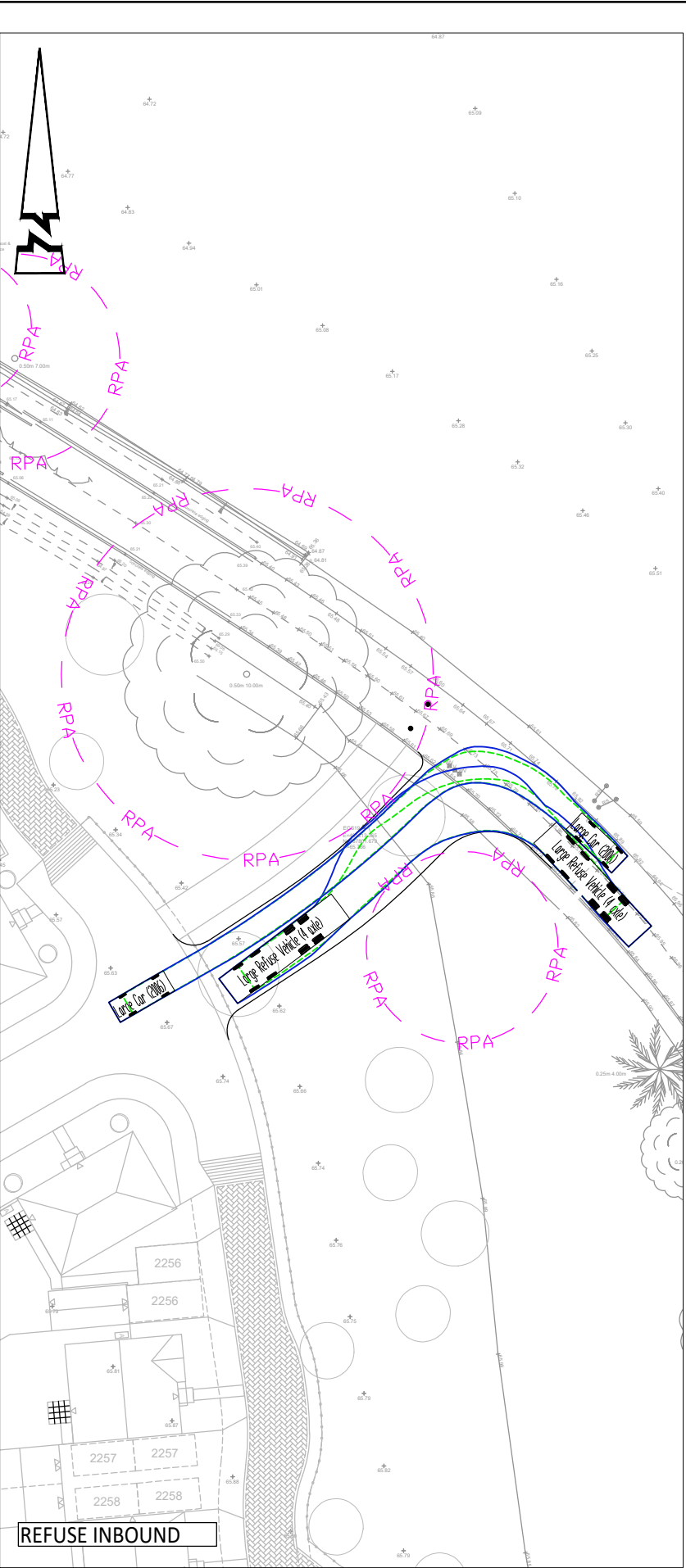
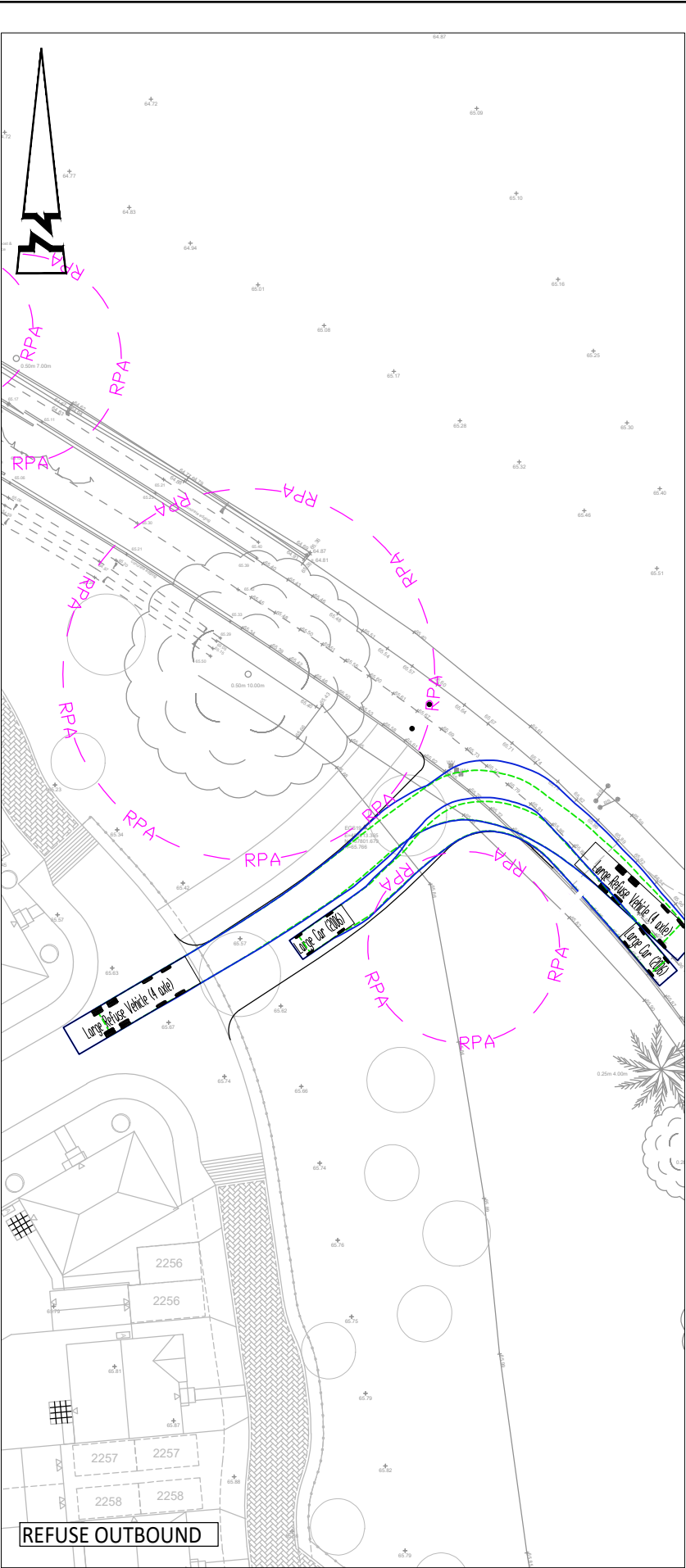
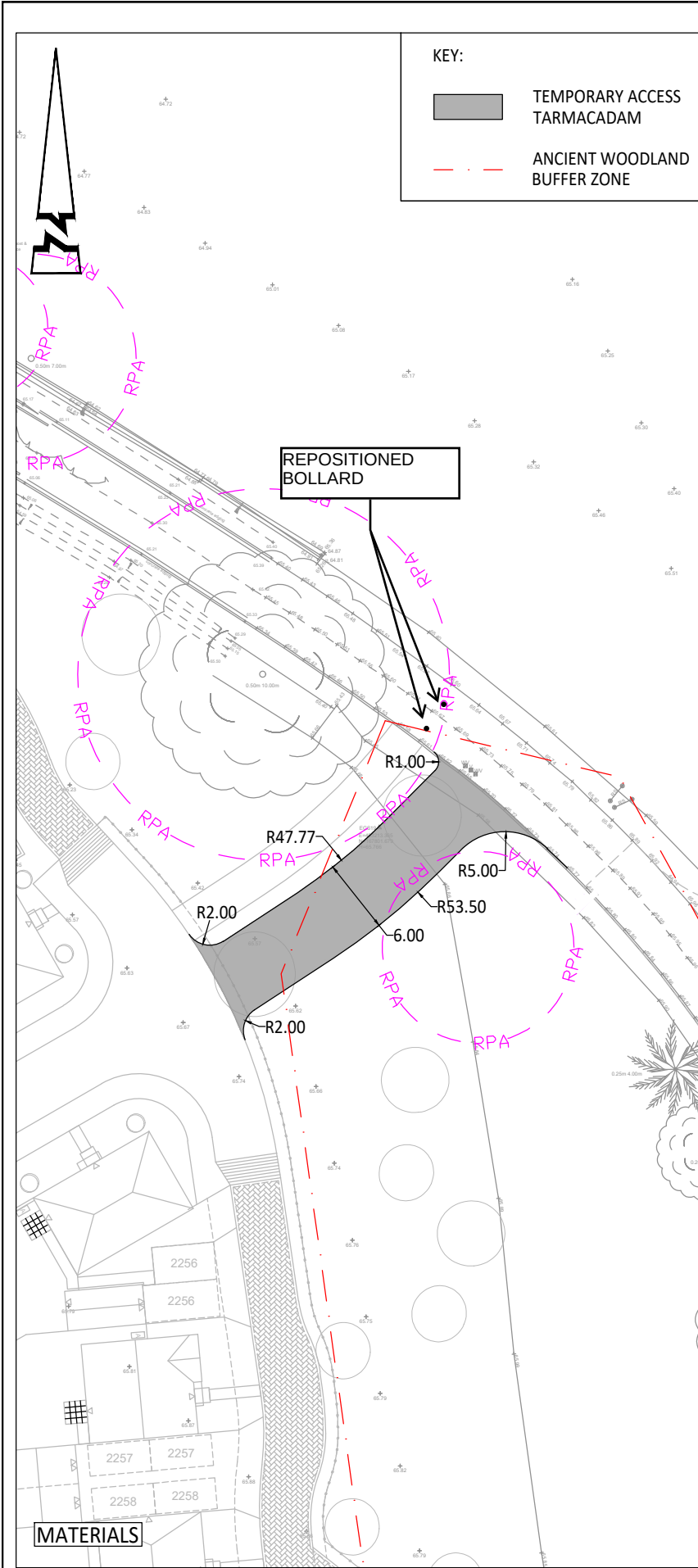
- 4.2. If the Heathlands Link was open before the timescales for completion of the 100th unit on R11, the temporary two-way access would not be constructed.

Access Location and Design

- 4.3. The proposed location of the temporary two-way access in the event of an emergency would use the same location as the temporary construction access into R11 from Waterloo Road. This is illustrated in **Appendix A** and is supported by refuse vehicle swept path analysis, which is the largest vehicle anticipated to require access to R11 and larger than a fire tender.
- 4.4. Cycles would travel on the carriageway and a short section of temporary footway would be provided for pedestrians.
- 4.5. As part of the temporary two-way access, the southern bollards on Waterloo Road would be repositioned to the north of the emergency access to prevent vehicles travelling further north along Waterloo Road.
- 4.6. Once the Heathland Link and western connection to R11 were complete, the temporary two-way access would be removed and landscaped in accordance with the development proposals. The southern bollards on Waterloo Road would then be reinstated in the



Appendix 1 – Temporary Two-Way Access



© ABLE LETCHFORD PARTNERSHIP LTD.
This drawing should not be reproduced without consent.

- GENERAL NOTES:
1. Do not scale.
 2. This drawing is to be read in conjunction with and checked against all other drawings, Engineering details, Specification and any structural, Geotechnical or other specialist document provided.
 3. Any anomaly or contradiction between any of the above is to be reported to the Engineer.

VEHICLE SPECIFICATIONS:

Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.823m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

B	03.25	UPDATED R11 LAYOUT	AS	SM
A	03.25	FIRST ISSUE	AS	RF
Rev	Date	Description	Drawn	Checked

AL ABLE LETCHFORD
P PARTNERSHIP
Consulting Engineers

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

Client
KIER PROPERTY DEVELOPMENTS LIMITED

Project
**SOUTH WOKINGHAM SDL
PHASE 2B R11 RESERVED
MATTERS APPLICATION**

Title
**TEMPORARY TWO-WAY
ACCESS IN THE EVENT OF
AN EMERGENCY**

Status
PLANNING

Scale	Date	Drawn	Checked
1:500 @ A3	MARCH 2025	AS	RF
Drawing No	Revision		
A389-R11-RM-001	B		