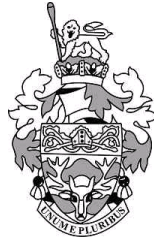


Date: 12 March 2026
Application: 260225



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Approval of Reserved Matters Consultation

Application Number: 260225

Applicant: Taylor Wimpey West London

Site Address: Land located to the east of Watmore Lane/Maidensfield, Winnersh, RG41

Parish: Winnersh

Grid Reference: Easting - , Northing -

Type of Development: Major Dwellings (10+)

Proposal: Application for the approval of reserved matters relating to scale, layout, appearance, landscaping and secondary access in respect of 118 dwellings pursuant to outline planning permission 230208 (as amended by 250640), including submission of details pursuant to conditions 10 (Arboriculture), 13 (BNG), and 14 (noise).

Case Officer: Mark Croucher

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 260225. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

Your observations are required in respect of this application by **5 March 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highways Management Officer		
Service	WBC Highways	App No:	260225
Address:	Land located to the east of Watmore Lane/Maidensfield, Winnersh, RG41.		
Proposal:	Application for the approval of reserved matters relating to scale, layout, appearance, landscaping and secondary access in respect of 118 dwellings pursuant to outline planning permission 230208 (as amended by 250640), including submission of details pursuant to conditions 10 (Arboriculture), 13 (BNG), and 14 (noise).		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

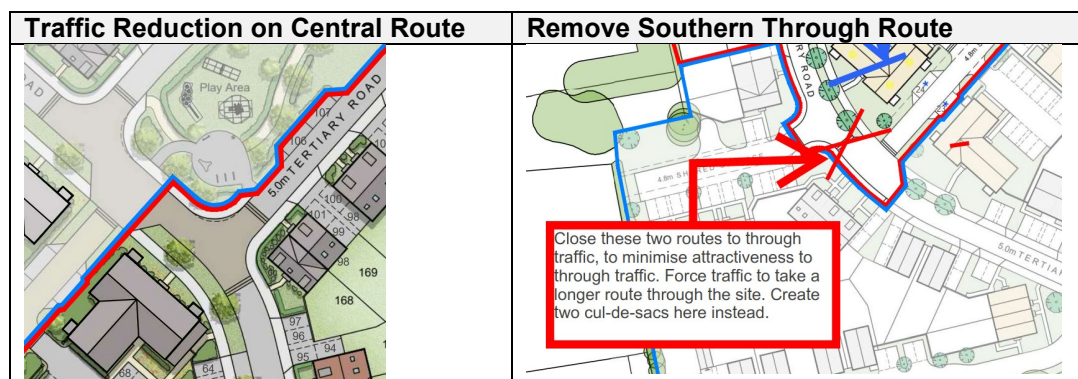
- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below.**

Comments On Proposal

This document provides the LHA consultation response to planning application no. 260225 for Land off Watmore lane, Winnersh. This application is for 118 dwellings within **Phase 2** of the site.

Restriction of Through Traffic

1. Measures are required to reduce the attractiveness of internal roads to through traffic. The site layout should be amended to label speed tables or priority systems with build outs which force vehicles to slow down and stop. These speed tables or build outs could incorporate pedestrian crossings or planting. **We have added extra traffic calming measures to the plan, in accordance with comments 4, 5 & 6.**
2. In particular, there should a focus on reducing speed on the central spine road with build-outs/narrowings to reduce the attractiveness of the route. The southern Tertiary route (only 5.0m wide) should be closed to through traffic to increase the distance vehicles need to travel and reduce its attractiveness to through traffic. **We have identified a location within phase 2, and will supply additional plan to denote that location. It is understood the details can be addressed as a condition.**



Visibility for Road Users on Internal Site Layout

3. The LHA require the applicant to submit general arrangement drawings which show suitable visibility for road users across the Phase 2 site: **We have created drawing 6850 to illustrate the below.**
 - a. Visibility splays of 2.4m x 25m at junctions should be demonstrated in accordance with the requirements for a 20mph speed limit for Manual for Streets Table 7.1; **Added to all junctions.**
 - b. Visibility sightlines of 1.5m x 25m from pedestrian crossings on the site; **Noted. The pedestrian crossing location will be confirmed at the detailed design stage, and the appropriate visibility requirements will be incorporated into the scheme.**
 - c. Forward visibility of 25m should be demonstrated around bends; **We have shown 25m visibility around the bends. However, in some instances where the horizontal radius is tighter, the distance has been reduced to 18m, reflecting the lower vehicle speeds at these locations**

(approximately 16mph). This applies only to the bends near Plots 114 & 173. and

- d. Pedestrian visibility splays of 2.0m x 2.0m should be demonstrated from private driveways. We have shown this for all plots.

Site Layout

4. The LHA require traffic calming features as the Phase 2 site layout includes relatively straight roads c.100m long which will allow drivers to exceed 20mph. A Design Speed of 20mph is required by the WBC Guidance: Wokingham Living Streets (2019). **Noted, we have reviewed the distances, and they are less than the recommended 80m max spacing, there we believe this is ok.**
5. The LHA require clarification of whether the different coloured surfaces are raised tables within the site layout to ensure drivers will not exceed 20mph. A Design Speed of 20mph is required by the WBC Guidance: Wokingham Living Streets (2019). **Yes block paved raised table, and yes to the max 20mph speed limit.**
6. The need for traffic calming features every c.80 – 100m supported by the Manual for Streets and research within DfT Guidance LTN 01/07 (Traffic Calming). A screenshot of the longest roads within the site layout is shown below: **See comment point 4.**



Deliveries and Servicing

7. The LHA require that the swept paths are updated to demonstrate that the large refuse vehicle can pass a modern large car within the site layout. The swept paths could confirm the speed used in the tracking simulation. **See drawing 6802**
8. Drag distances for RCV operatives and residents should be shown between the bin storage points and point the RCV can stop. **See drawing 6801**

illustrating the refuse tracking. The bin storage points are to be located in accordance with Wokingham's 'Waste and recycling Guidance Notes for Developers' document, and has been noted on the drawing.

9. Swept paths should also be provided which demonstrate that a long wheelbase delivery van such as a Mercedes Sprinter (2.35m x 6.97m) can pass a modern large car. A vehicle should be used with similar dimensions to those listed below (10 best-selling cars in 2025): **See drawing 6803**

2025 Total New Registrations				
Make and Model	Number of Registrations ¹	Length ²	Width (Mirrors Out)	Width (No Mirrors)
Ford Puma	55,488	4.186m	1.930m	1.805m
Kia Sportage	47,788	4.485m		1.855m
Nissan Qashqai	41,141	4.425m	2.084m	1.835m
Vauxhall Corsa	35,947	4.060m	1.960m	
Nissan Juke	34,773	4.210m	1.983m	1.80m
VW Golf	32,478	4.284m	2.073m	1.789m
Volvo XC40	30,404	4.440m	2.034m	1.910m
MG HS	30,191	4.670m	2.066m	1.89m
VW Tiguan	39,857	4.539m	2.099m	1.839m
Hyundai Tucson	28,613	4.480m	2.065m	1.850m
Delivery Van Dimensions				
Ford Transit		4.973 (L1)	2.272m	2.080m
Mercedes Sprinter (L1)		5.267m	2.345m	
Sprinter (L3)		6.96m	2.345m	
VW Crafter		5.986m	2.427m	2.040m
Vauxhall Combi		4.753 (XL)	2.107m	
Vivar Electric		5.331 (XL)	2.204m	
Rivian EDV 700		7.06m	2.45m	

Notes

1. RAC, 7th January 2026, Top 10 Car Registrations in the UK, Barney Cotton.
<https://www.rac.co.uk/drive/advice/buying-and-selling-guides/the-top-10-most-popular-cars-in-the-uk/>
2. Dimensions Taken from Manufacturers websites.

Corner Radii / Highway Geometry

10. The swept paths for the Phase 2 layout appears to demonstrate several instances where the refuse vehicle will overrun footways at corners within the street layout. The LHA require the applicant to amend the corner radii and highway geometry so that the refuse vehicle does not overrun the corners. **We have included widening within the locations, and have revised the tracking as per comments 7, 8 & 9**



Cycle Parking

11. Where Garages are to be considered as cycle parking, the garage must measure 7m long x 3m wide. The majority of garages appear to fall below this standard and will need to be enlarged to be counted as parking spaces. In some cases, the substandard garages maybe achieved by removing redundant space between parking and the carriageway. **Noted.**
12. If the garages fall below the 7m x 3m standard, separate cycle store sheds should be provided within the curtilage of each dwelling. **Noted.**
13. Screenshots of some garages which fall below this standard are provided below. **Noted.**

Plot 114 (6.1m long garage)	Plot 120 (6.3m long garage)
Plot 132 (6.19m Long Garage)	Plot 138 (6.38m Long Garage)



Car Parking Quantity

14. The LHA require additional visitor parking bays. The WBC Car Parking standards require 0.2 car parking spaces per dwelling within residential housing developments. 18 appear to be proposed within Phase 2 which falls below the 23 required by the WBC Car Parking Standards (2011). **Noted.**
15. The LHA count the following parking provision on site: **Noted.**
- A total of 231 marked car parking bays proposed (Including 18 visitor parking spaces provided as parallel bays);
 - Garages proposed could provide an additional 22 car parking spaces, if residents chose to parking in their garages; and
 - A total of 253 parking spaces is proposed on site including parking spaces, visitor parking spaces and garage parking bays.



16. The overall number of spaces appears consistent with the WBC Parking Calculator requirements for a total of 252 car parking spaces on the site. However; some reallocation/positioning of spaces may be required to provide the 23 visitor spaces required rather than 18 proposed. **Noted.**

17. The requirements of the WBC Parking Calculator are provided below for an 'Urban Area'. The site is classified as 'Urban' by the Parking Standards. **Noted.**

Parking Calculation for Watmore Lane (Urban Classification)				
Housing Schedule	No. of Houses	WBC Allocated	WBC Unallocated	Total
Affordable 1-Bed Flats	21	1	0.2	25.2
Two Bedroom Flats	9	2	0	18
Two Bed House	11	2	0	22
Three Bedroom houses	56	2	0.1	117.6
Four Bedroom Houses	21	2	0.2	46.2
Total Houses	118			
Total Allocated and Unallocated Spaces Required				229
Total Visitor Spaces (0.2 per Dwelling)				23
Total Spaces Required Across Site				252

Table C3 -3: Houses owned unallocated parking demand

	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
No of Habitable Rooms	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3		1.1	0.2		1.2	0.4	
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

5.12.5 The table below provides allocations for houses which will be rented or shared this includes community housing and conversions to homes of multiple occupancy.

Table C3 -4: Houses rented/ shared unallocated parking demand

	Allocated	Unallocated demand								
		0	1	2	0	1	2	0	1	2
No of Habitable Rooms	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	0.9	0.2		1.1	0.3		0.9	0.2	
4	2	1.1	0.3	0.0	1.2	0.4	0.1	1.0	0.3	0.0
5	2-3	1.2	0.4	0.1	1.4	0.5	0.1	1.4	0.2	0.1
6	3	1.3	0.5	0.1	1.4	0.6	0.1	1.3*	0.5*	0.1*
7	3-4	1.6	0.7	0.2	1.7	0.8	0.2	1.6*	0.7*	0.2*
8 or more	4	2.0	1.0	0.4	1.7	0.8	0.2	2.0*	1.0*	0.3*

Accessible Car Parking Spaces

18. No parking spaces appear to be demarcated for blue badge/disabled use on the development site. The applicant should confirm how many homes (if any) are designed to an accessible standard and provide a corresponding no. of spaces designed for blue badge users or ensure 5% of spaces are designed and demarcated for blue badge users. **N/A**

Electric Vehicle Charging

19. The TS refers to WBC's Parking Standards for Electric Vehicle Charging which allowed 50% of spots to have active EV Chargers. The applicant is informed that this is superseded by Part S of the Building Regulations which requires an active EV Charging point for all new dwellings. **Noted.**

20. It would be prudent for the developer to design the site for 1 active EV Charging point per dwelling to ensure the development is not contrary to Building Control regulations at a later stage in the lifecycle of development.

Noted.

Car Parking Layout

Comments 21-25 response; In consultation with the planning and landscape officers it has been considered necessary to retain the larger landscaped frontages in these locations.

21. The standard parking spaces on site appear to measure 5.0m x 2.5m in accordance with the Council's minimum parking space dimensions.
22. The parallel visitor parking spaces measure 6.5m x 2.5m in accordance with the Council's minimum parking space dimensions.
23. Aisles between rows of car parking bays appear to measure 6.0m wide which is sufficient to allow vehicles to enter/exit parking spaces.
24. Many of the parking spaces will need to be pulled forwards, closer to the carriageway. This is to discourage residents parking additional cars between the carriageway and their space – which might encourage higher car ownership or see cars parked overhanging the footway in spaces which are not quite large enough.
25. Screenshots highlighting these instances are provided below at the following plots on site:





Date:

21.04.2026

Signed:

Ben Amey