

Date: 12 March 2026
Application: 260224



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

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Dear WBC Highways,

Approval of Reserved Matters Consultation

Application Number: 260224

Applicant: Taylor Wimpey West London

Site Address: Land Located To The East Of Watmore Lane, Winnersh, Berkshire

Parish: Winnersh

Grid Reference: Easting - 478990, Northing - 170732

Type of Development: Major Dwellings (10+)

Proposal: Application for the approval of Reserved Matters Application relating to scale, layout, appearance and landscaping in respect of 111 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 260224. 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 **19 March 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Benjamin Amey Principal Highway Management Officer		
Service	WBC Highways	App No:	260224
Address:	Land Located To The East Of Watmore Lane, Winnersh, Berkshire.		
Proposal:	Application for the approval of Reserved Matters Application relating to scale, layout, appearance and landscaping in respect of 111 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 consultation response is provided on behalf of the Local Highways Authority in relation to planning application no. 260224 on Land East of Watmore Lane. The LHA were consulted on 11th March 2026.

Phase 1 will consist of 111 dwellings with the approved primary vehicle access being taken from Maidensfield, while Phase 2 will consist of a further 118 dwellings and will provide a secondary access connection to the south.

Restriction of Through Traffic

1. Measures are required to remove the attractiveness of internal roads to through traffic. The site layout should be amended to include priority systems with build outs which force vehicles to slow down and stop. These 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 addition, the applicant should seek to remove the attractiveness to through traffic by closing the route shown below; in order to force traffic to take a longer route through the development. We plan to address this as part of phase two, since it only becomes an issue once phase two progresses.



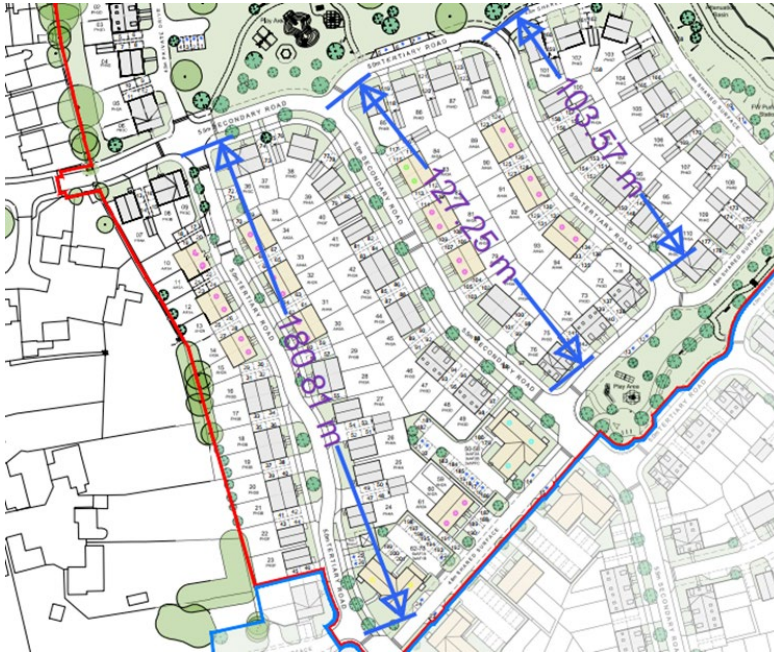
Visibility for Road Users on Internal Site Layout

3. The LHA require the applicant to submit general arrangement drawings which show suitable visibility for road users across the site: We have created drawing 6750 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 71, 88 and 108. 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 proposed site layout includes relatively straight roads c.100m – 180m long which will allow drivers to exceed 20mph. A Design Speed of 20mph is required by the WBC Guidance: Wokingham Living Streets (2019). Updated / added as comment 1.
5. The LHA require traffic calming features as the proposed site layout includes relatively straight roads c.100m – 180m long which will allow drivers to exceed 20mph. A Design Speed of 20mph is required by the WBC Guidance: Wokingham Living Streets (2019). Updated / added as comment 1.

6. Features reducing vehicle speeds should be provided at 50-80m centres. This could take the form of traffic calming, such as speed cushions, narrowing or build outs with vegetation and trees. This is supported by the Manual for Streets and research within DfT Guidance LTN 01/07 (Traffic Calming). A screenshot of the longest uninterrupted roads within the site layout is shown below: **Updated / added as comment 1.**



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 6702**
8. Drag distances for RCV operatives and residents should be shown between the bin storage points and point the RCV can stop. **See drawing 6701 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 list of modern large cars based on the 10 best selling cars in 2025 is provided below: **See drawing 6703**

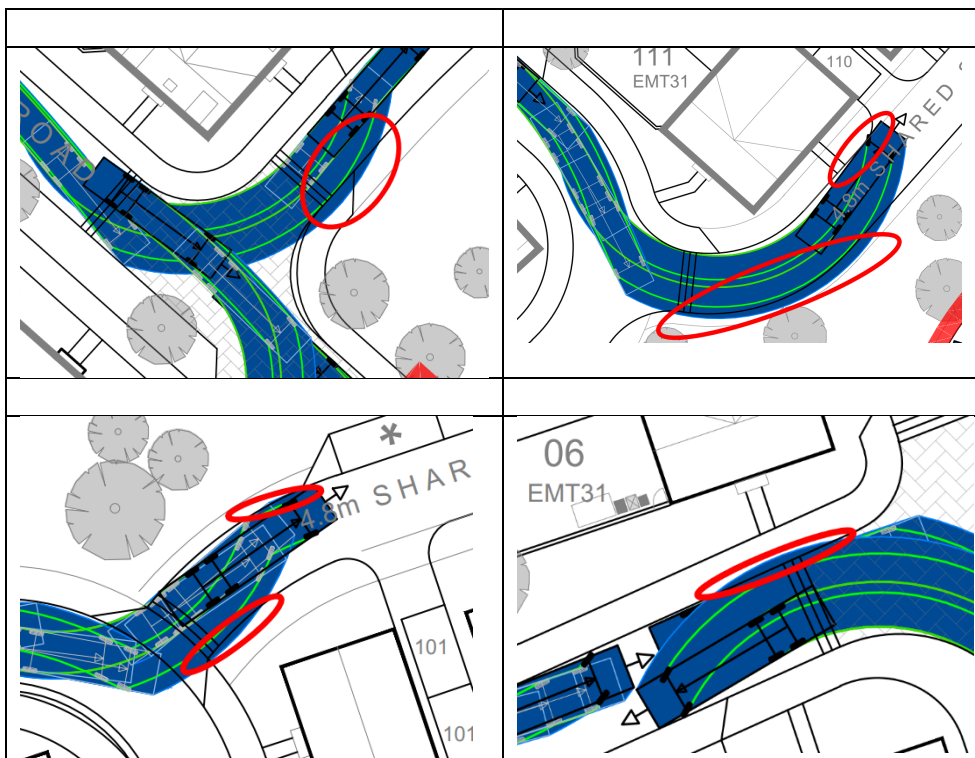
2025 Total New Registrations				
Make and Model	Number of Registrations ¹	Length ²	Width (Mirrors Out)	Width (No Mirrors)
Ford Puma	55,488	4.186m	1.930m	1.805m
Kia Sportage	47,788	4.485m		1.855m
Nissan Qashqai	41,141	4.425m	2.084m	1.835m
Vauxhall Corsa	35,947	4.060m	1.960m	
Nissan Juke	34,773	4.210m	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 Tuscon	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 show numerous examples where the large refuse vehicle overruns the footway. This presents a serious risk to pedestrian safety. The applicant is required to amend the highway geometry and corner radii so that a large refuse vehicle can navigate the site without risking pedestrian safety. Screenshots of some selected examples are provided below **We have included widening within the locations, and have revised the tracking as per comments 7, 8 & 9**



Cycle Parking

11. The LHA require that the proposed site plan is updated to display the cycle stores for each dwelling. Where sheds are to be provided in the rear gardens, these sheds should be displayed to demonstrate suitable land is available/allocated to the purpose of cycle storage. **Noted.**

Car Parking Quantity

12. The LHA are satisfied with the proposed quantity of car parking spaces on site. The submitted transport report highlights that the proposed number of parking spaces is broadly consistent with the requirements of the Wokingham Borough Parking Calculator. **Noted, no further action required.**

13. The site includes 204 parking spaces across the site for 111 dwellings, plus garage spaces. This consists of the following provision: **Noted, no further action required.**

- One space per unit for all one and two-bedroom flats.
- Two spaces per two- and three-bedroom dwellings.
- Two spaces plus a garage for 57 of the 4-bedroom dwellings
- Two spaces for the remaining 5 4-bedroom dwellings.
- 26 unallocated/visitor parking spaces.

Proposed Parking Provision Land East of Watmore Lane		
Dwelling Type	Proposed Spaces per Dwelling	Proposed Spaces
1-Bedroom Dwelling (x9)	1	9
2-Bedroom Dwellings (x18)	2	36
3-Bedroom Dwellings (51)	2	102
4-Bedroom Dwellings (33)	2 plus garage	66
Unallocated Spaces		26
Total		239

14. The 26 visitor spaces are considered acceptable and compliant with WBC Standards. The WBC Parking Standards (2011) require that visitor parking is provided at a ratio of 0.2 parking spaces per dwelling. A minimum of 22 visitor parking spaces would be required for 111 dwellings at the site. **Noted, no further action required.**

15. The LHA count 201 car parking spaces on site and 26 visitor spaces. This does not include garages provided on site, some of which may also be used for car parking. **Noted, no further action required.**

Accessible Car Parking Spaces

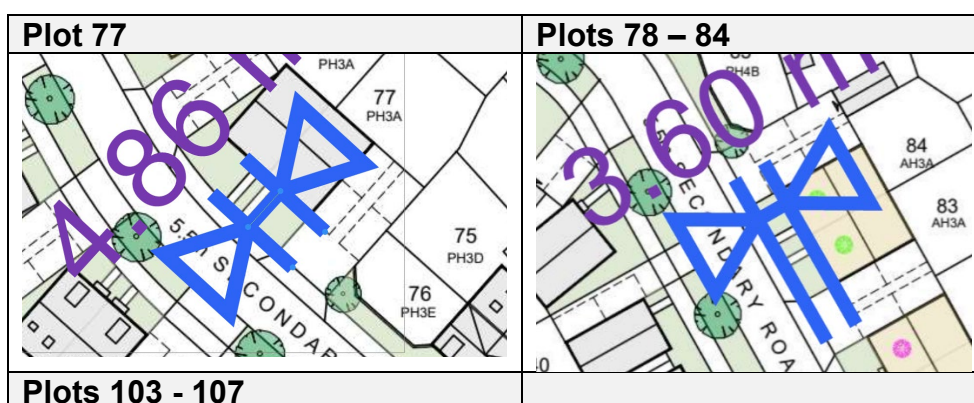
16. No parking spaces appear to be demarcated for blue badge/disabled use on the development site. The applicant should confirm how many homes (if any)

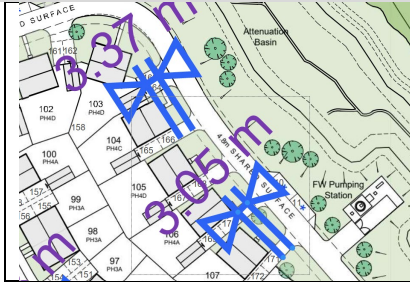
are designed to an accessible standard and provide a corresponding no. of spaces designed for blue badge users or ensure 5% of spaces are designed and demarcated for blue badge users. **N/A.**

Car Parking Layout

Comments 17-21 response; In consultation with the planning and landscape officers it has been considered necessary to retain the larger landscaped frontages in these locations.

17. The LHA note that the proposed spaces measure 5.0m x 2.7m which meets the WBC minimum standard dimensions (5.0m x 2.5m).
18. The garages proposed on site measure 6.3m long x 3.2m wide.
19. 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
20. 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.
21. Screenshots highlighting these instances are provided below at the following plots on site:
 - Plot 77 PH3A: space of 4.86m between the parking spaces and the carriageway.
 - Plots 78, 80, 81, 82, 83 and 84: spaces of 2.5m - 3.51m between the parking spaces and the carriageway.





Date:

08.04.2026

Signed:

Ben Amey