

Land off Watmore Lane, Winnersh

Phase 2 - Transport Report

For:

Taylor Wimpey West London

Project Number:

SE2326

January 2026

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Introduction

Iesis have been appointed by Taylor Wimpey West London to produce Transport Reporting in support of two Reserved Matters Applications pursuant to outline planning permission 230208.

In terms of the Reserved Matters Applications, Phase 1 will consist of 111 dwellings with the approved primary vehicular access from Maidensfield while Phase 2 will consist of a further 118 dwellings and will provide a secondary access connection to the south. This Transport Report relates to the Phase 2 development.

Iesis have sought specific Transport Planning support from CampbellReith in terms of the contents of this Transport Report. This Transport Report will provide the relevant details in respect of secondary access provision, appropriate levels of parking and sustainable travel options.

Existing Site Details

The site is located towards the south-east urban development boundary of Winnersh and approximately 1km from the centre. It is bordered by existing residential settlements to the north and west, open space to the east and partially developed land to the south.

Existing vehicular access to the site is via a field maintenance access located from Maidensfield, to the north-west of the development site. Maidensfield itself, is an existing cul-de-sac with appropriate widths to allow the safe two-way passing of vehicles. It benefits from footways on either side of the carriageway and appropriate forms of street lighting. At its western end, Maidensfield forms a priority junction with Watmore Lane.

Watmore Lane is a two-way single carriageway road, approximately 6.0m in width, with a 30mph speed limit. Watmore Lane connects with Danywern Drive which is considered an important local road connecting Watmore Lane with the local centre (via Robin Hood Lane).

In terms of strategic highway network connections, the Winnersh Relief Road was completed in September 2021 and forms a link between the A329 Reading Road, via a roundabout, and the B3270 Lower Earley Way via a signalised junction. Wider destinations utilising the M4 can be accessed via the A329(M).

The principle of site access and likely impact on the local and strategic road network was previously submitted and accepted as part of the Outline Planning Application.

Outline Planning Permission

As mentioned above, in terms of access it is important to recognise the existing process in terms of the Outline Planning Application (OPA), the subsequent Appeal and the Decision by the Planning Inspectorate.

An OPA (Wokingham Borough Council planning reference: 230208), for "Residential development for up to 234 units, with all matters reserved except access from Maidensfield" was submitted in January 2023 and later refused in August 2023.

An Inquiry was held by the Planning Inspectorate between 30 January and 6 February 2024. A decision was issued on 6 March 2024 which allowed the Appeal and granted permission for up to 234 residential units, served via a primary access off Maidensfield.

This subsequent Reserved Matters Application (RMA) is therefore considered pursuant to the OPA and the key discussion topics and decisions relevant to this Transport Report have been highlighted below:

- Permeability and integration with pedestrian and cycle routes.
- Accessibility of services and facilities.
- Suitability of Maidensfield for site access and impact on road network.

Permeability and integration with pedestrian and cycle routes

Paragraph 13 of the Inspectors Decision noted the following:

"The proposed access into the site would include 2m wide pavements which would be an extension of those in Maidensfield. The pavements in the area are lit, overlooked and form a contiguous network. As a result, future pedestrians could enter or exit the appeal site and travel around existing streets safely. In addition, the Council's concerns regarding the usability of Maidensfield, Watmore Lane and Danywern Drive for cycling were resolved during the process of the Inquiry. Accordingly, the appeal scheme would integrate satisfactory with existing pedestrian and cycle routes."

It is therefore considered that the proposed site provides appropriate connections with the existing settlement in terms of footway and cycle provision.

Accessibility of services and facilities

Paragraphs 23 to 37 of the Inspectors Decision discuss the opportunities and constraints regarding sustainable travel and the accessibility of local facilities within 'reasonable' and 'likely' walking distances. It was noted in Paragraph 25, that "When applying this threshold (upper limits of a reasonable walking distance), several additional facilities would fall into a reasonable walking distance. This includes, Winnersh Local Centre, The Forest School, local shops including a supermarket, a dental practice, pharmacy, rail station and bus stops" demonstrating that there was opportunity for sustainable travel, especially on foot. The Inspector also went on to suggest that "there would be genuine opportunities for residents to travel by bicycle" and that measures to encourage cycling should be linked through suitable Travel Plan measures.

In addition, Winnersh Rail Station is located 1km west of the centre of the development site which provides a key opportunity to encourage sustainable commuter travel.

Site Access

As part of the Inquiry process, a Statement of Common Ground (SoCG) was produced between the applicant and the Highway Authority which included the suitability of Maidensfield to provide safe and suitable access (paragraphs 2.1.9 to 2.1.14). Furthermore, the Inspector himself stated that, *"The common ground between the highway experts is a matter of significant weight that indicates access from Maidensfield would be safe and suitable in highway terms."*

In addition, the "traffic impact" of the development was agreed and that *"In accordance with paragraph 114 of the National Planning Policy Framework, the impacts from this development alone on the transport network in terms of capacity and congestion, and highway safety, fall below the 'severe' test set by paragraph 115 of the NPPF ahead of the strategic infrastructure being delivered."*

It is therefore concluded that the principle of safe and suitable access, along with any potential impact of development traffic was agreed prior to the Appeal Inquiry and has been confirmed through the Inspectors Decision letter.

For the purposes of this Phase 2 RMA, vehicular access for the Phase 1 development from Maidensfield has been assumed to be accepted and therefore, will not be re-considered as part of this application. It is worth noting that as part of the Appeal Inquiry, that the principle of a secondary access was discussed and subsequently conditioned as part of the appeal. The rationale of the secondary access and the benefits it can provide are outlined below.

Introduction of a Secondary Access

During the Inquiry, the potential for a new secondary access was discussed with the Inspector ruling that there were significant benefits in terms of permeability and good urban design. Paragraph 22 of his Decision Letter states:

"In summary, there is a clear need to improve the permeability of the appeal scheme through a second entrance. This would enhance access to services and facilities and achieve the necessary urban design quality. There is a prospect that such an access can be provided within three years. With a second access the proposal would be as permeable as it can be when accounting for surrounding physical constraints."

Paragraph 36 explained the perceived benefit in terms of walking and cycling that a second access would introduce:

"A second access would also assist in reducing walking journeys to some services, including a convenience store, high frequency bus stop and primary school."

Paragraph 14 also noted that:

"Accordingly, a second access is not justified on account of highway safety or capacity."

In this respect, the provision of a second access to the south of the site is seen to offer genuine benefit in terms of future residents' ability to reach key destinations by walking and cycling. While it is not considered that a second access would mitigate any capacity concerns, it is recognised that a secondary access would help distribute arrivals and departures more evenly, relieving any perceived burdens on Maidensfield itself.

Notably, the second access would likely reduce the number of movements passing through Maidensfield, as it would be the more direct route into Wokingham.

Condition 20 imposed as part of the Outline Planning Consent by the Inspector states that, *"No more than 111 dwellings shall be commenced until details of a second vehicle and pedestrian access, including a timetable for delivery of the access, is submitted to and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the approved details."*

The delivery of the secondary access route would be subject to a separate planning application and discharge of condition 20 set out above. The phasing of the scheme means that phase 1 of the development (for up to 111 dwellings) can come forward independently of the provision of the secondary access.

In accordance with the Inspectors findings, a secondary connection has been included within this Phase 2 RMA masterplan, located on the southern boundary of the site and as shown below and within the Detailed Site Plan (Sheets 1-5) included as **Appendix 1**.



It is proposed that this would represent a continuation of the 5.5m secondary road with footway available on either side. The exact future linkage to Woodward Close remains unclear at this point but it is considered that as part of the Section 38 Technical Approval process, that this second access could be introduced and safe-guarded.

Site Layout and Road Hierarchy

As per the permitted OPA, the proposed development at Winnersh is to be served from an existing stub east of the existing Maidensfield. Within the site the main 'secondary road' centrally (carriageway width of 5.5m) provides access centrally throughout the site.

These, in turn, link naturally to 5m Tertiary Roads to help enhance the permeability of the site in terms of walking and cycling. Finally, there are five small 'private' roads and shared surfaces which have a reduced widths of between 4.1m and 4.8m.

The proposed widths are consistent with the WBC Living Streets: Highways Design Guide. It is worth noting that while the widths are considered acceptable in principle, suitable refuse tracking for a 11.3m long vehicle has been undertaken to demonstrate appropriate access for delivery and servicing. The swept path of a refuse lorry has been included as **Appendix 2**, with refuse and collection distances were a key consideration for a functional layout.

The detailed site plans (Appendix 1) clearly illustrate the residents dragging distances for refuse as well as appropriate refuse collection points for the communal areas.

The key roads within the site have been designed to an adoptable standard and it is assumed that all Secondary, Tertiary and Shared Surface roads could be considered suitable to be offered for adoption. This shall be discussed with the Local Highways Authority at the appropriate stage.

Appropriate Parking Provision

To understand the appropriate level of car parking provision, along with typology and mix (allocated vs unallocated), it is important to understand the current proposed Phase 2 housing mix. The relevant schedule of accommodation can be found within the Site Plan and includes the following mix for a total of 118 dwellings (71 private and 47 affordable units):

- 11 No two-bedroom dwelling (of which 11 are affordable).
- 56 No three-bedroom dwelling (of which 6 are affordable and 50 private).
- 21 No four-bedroom dwelling (of which 21 are private).
- 21 No one-bedroom flat (of which 21 are affordable).
- 9 No two-bedroom flats (of which 9 are affordable).

Car Parking

The proposed car parking is split into allocated and unallocated parking spaces. The allocated spaces include car ports, driveway parking and courtyard parking. Unallocated parking refers to visitor spaces or on-street layby parking. The proposed parking layout plan has been included as **Appendix 3**.

The following standards have been applied:

- 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 fifty-seven of the four-bedroom dwellings.
- Two spaces for the remaining five four-bedroom dwellings.

Taking the above into account, provision has been made for circa 206 spaces across the site, plus garages for the four-bedroom dwellings.

In addition, 30 spaces will be provided as unallocated / visitor parking spaces which have been located across the site. This is broadly consistent with the Wokingham Borough Council Parking Demand Calculation Sheet, which has been included as **Appendix 4**.

Electric Vehicle Provision

Appendix E of the WBC Highways Design Guide relates to Electric Vehicle (EV) Charging. The minimum electric charging requirements are set out below:

Year	Spaces on-Plot		Spaces off-plot	
	Passive	Active	Passive	Active
2019	35%	5%	25%	5%
2026	50%	20%	40%	10%
2030+	70%	30%	60%	20%

Table E1: Minimum Electric Vehicle Charging Requirements

It is therefore suggested that a minimum of 50% of all plots have active EV Charging Points with an additional 20% for courtyard parking or unallocated parking. Infrastructure for future upgrades should be put in place for at least 50% of the overall plots.

The proposed EV provision is in excess of the WBC Highway Design guide and provides vehicle charging points for each of the individual dwellings and shared points for each of the block of flats which totals 94 EV charging points across the site as indicated on the Parking Plan included as **Appendix 3**.

Cycle Parking

Cycle parking has been provided in the form of long-term, safe, secure, and covered areas for residents. This includes on-plot provision (e.g., bike shed / garden shed or garage for houses) or communal facilities for flats as indicated within the details site plans (Appendix 1). In terms of the provision the following is included:

- One long-term cycle space for 1-bedroom flats and 2 long-term cycle spaces for 2-bedroom flats.
- Two long-term cycle space for 2-and-3-bedroom houses.
- 3 long-term spaces for 4+ bedroom houses.

The proposed scheme is in accordance with the above cycle parking standards.

Summary and Conclusions

Iesis have been appointed by Taylor Wimpey West London to produce a Transport Report in support of this Phase 2 Reserved Matters Application relating to scale, layout, appearance and landscaping and secondary access in respect of 118 dwellings pursuant to outline planning permission 230208.

An Outline Planning Application was submitted and subsequently allowed under Appeal for "Residential development for up to 234 units, with all matters reserved except access from Maidensfield". As access was considered as part of the Outline Planning Application. It is considered that matters relating to site access, accessibility, highway capacity and highway safety have all been agreed previously.

This Phase 2 Transport Report demonstrates that the proposed layout can accommodate appropriate levels of parking provision (all modes), and that the road hierarchy is suitable to provide adequate delivery and servicing.

In addition, the proposed masterplan includes an appropriate form of connection for a future second access into the southern area of the site which will increase permeability for pedestrian and cyclists, while relieving Maidensfield of some of the projected traffic generated by the site.

Taking the above into account, we consider there to be no transportation reason why the proposed development should not be granted planning permission.

APPENDICES

- 1 – Proposed Site Plan.
- 2 – Swept Path Analysis.
- 3 – Proposed Parking Plan.
- 4 – WBC Parking Calculator Output.

THE ABOVE IS SUBMITTED FOR ACCEPTANCE

Name: G Wilby
Director
IESIS Ltd

Date: 23.01.2026

Appendix 1

Proposed Site Plan.

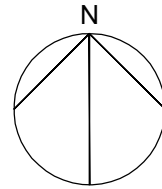


Phase 1 Subject to
Separate Reserved
Matters Planning
Application

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

- 1 New site access to be constructed prior to any commencement on site to allow safe transit of construction vehicles
- 2 Site to be adequately hoarded from all sides due to openness to boundaries
- 3 Construction Noise to be kept to a minimum especially when close to adjacent SEN school
- 4 The Rising Main crossing the site to be located by hand digging and suitably flagged where nearby construction works are necessary
- 5 HV cable in north-west site corner to be suitably flagged
- 6 Measure to be taken to avoid contamination of Emm brook from construction waste and spillages
- 7 Trees should be suitably protected from construction works



Residential Accommodation Schedule

Market (71 dwellings)

13no. PH3A	3-Bed House (2 storey)
6no. PH3F	3-Bed House (2 storey)
11no. PH3B	3-Bed House (2 storey)
2no. PH3C	3-Bed House (2 storey)
15no. PH3D	3-Bed House (2.5 storey)
4no. PH3E	3-Bed House (2.5 storey)
6no. PH4A	4-Bed House (2 storey)
12no. PH4B	4-Bed House (2 storey)
1no. PH4C	4-Bed House (2 storey)
1no. PH4D	4-Bed House (2 storey)

Affordable (47 dwellings)

Social Rent

6no. AF1A	1-Bed Flat (3 storey)
3no. AF1B	1-Bed Flat (3 storey)
3no. AF2A	2-Bed Flat (3 storey)
3no. AF2B	2-Bed Flat (3 storey)
3no. AF2C	2-Bed Flat (3 storey)
6no. AH2A	2-Bed House (2 storey)
6no. AH3A	3-Bed House (2 storey)

Shared Ownership

3no. AH2A	2-Bed House (2 storey)
6no. AF1C	1-Bed Maisonette (2 storey)
6no. AF1D	1-Bed Maisonette (2 storey)
2no. AH2A	2-Bed House (2 storey)

Total 118 Dwellings

Car Parking
1 space per 1 or 2 bed flats/maisonettes
2 spaces per 2 & 3 bedroom dwelling
2 spaces + garage per 4 bed dwelling (private only)
30 unallocated / visitors spaces

C	07.01.26	House Substitution	EB	KE
B	23.05.25	Drawing Amendments	EB	KE
A	09.05.25	Amended to latest layout adjustments	KE	AK
Rev	Date	Revision Details	Dr	Ch

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Client's Name
Taylor Wimpey West London

Job Title
Land off Watmore Lane, Winnersh

Drawing Title
Proposed Site Plan

Scale
1:1000 @ A1 / 1:2000 @ A3
metres 20 40 60 80 100

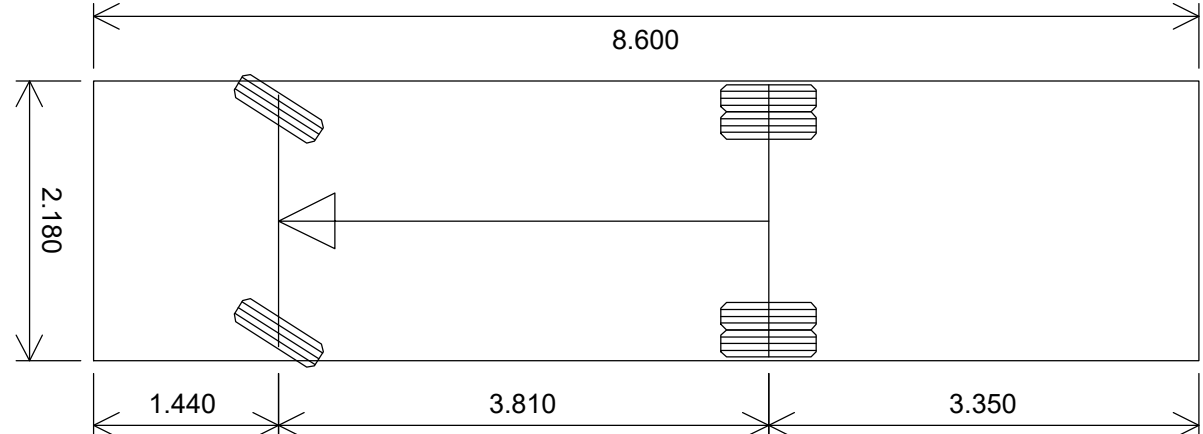
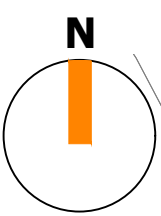
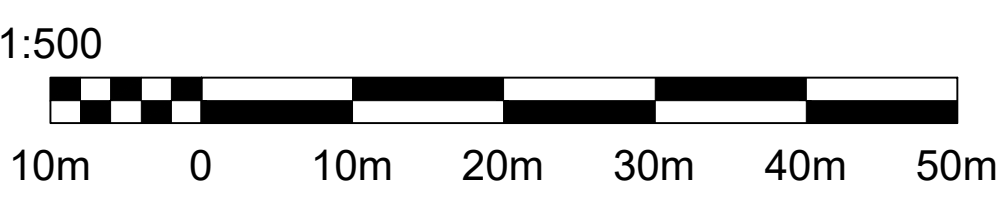
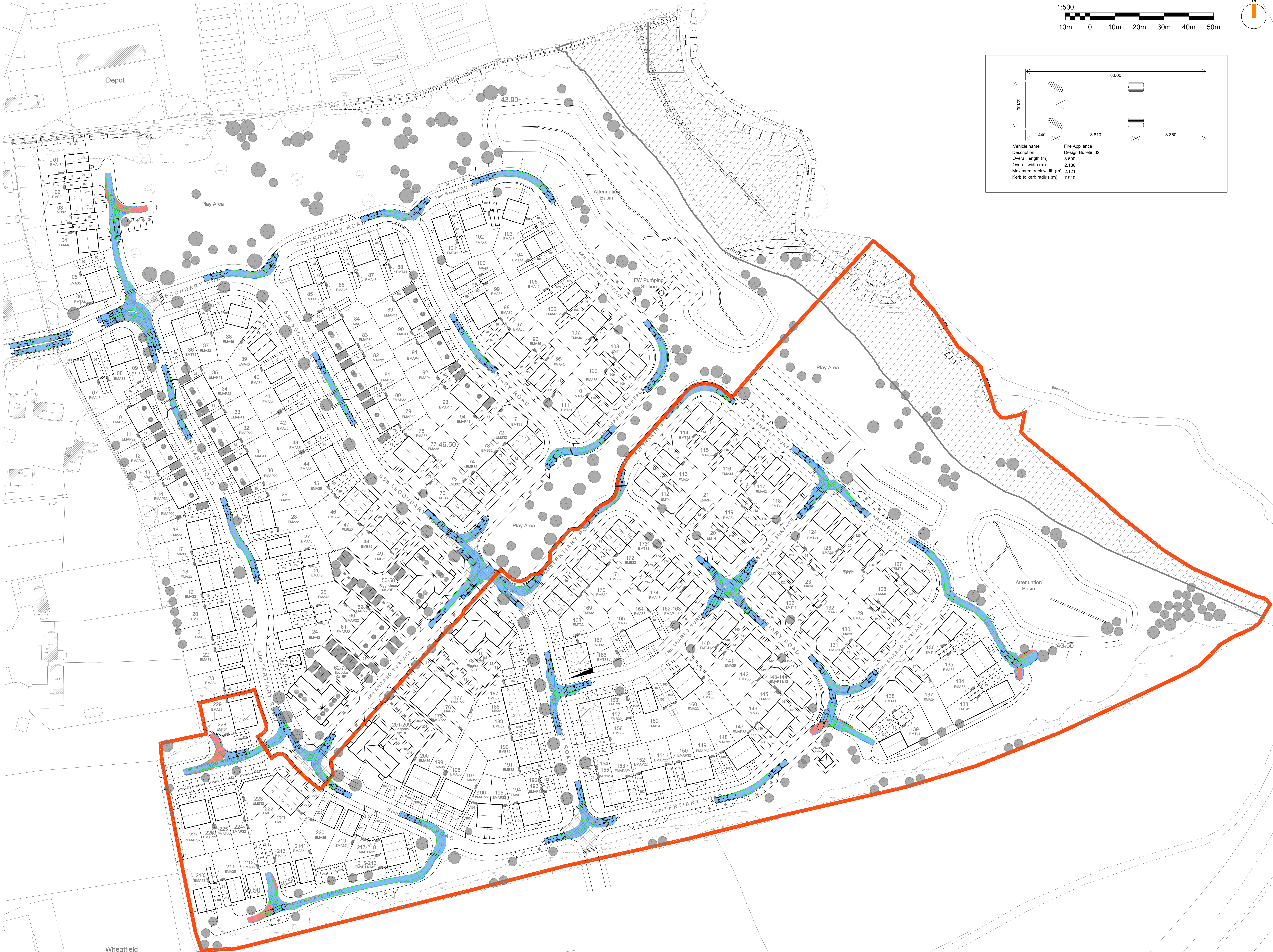
Drawn
EB
Checked
KE
Date
20.03.25

Job No
7135A
Drawing No
PL-203
Rev
C

Status
APPROVAL

Appendix 2

Swept Path Analysis



Vehicle name
Description
Overall length (m)
Overall width (m)
Maximum track width (m)
Kerb to kerb radius (m)

Fire Appliance
Design Bulletin 32
8.600
2.180
2.121
7.910

- NOTES**
- DO NOT SCALE THIS DRAWING ON PRINT OR ELECTRONICALLY WORK FROM FIGURED DIMENSIONS ONLY.
 - No deviation from the details shown on this drawing is allowed without the client's prior permission in writing.
 - Read the drawings with all Architects, Service Engineers and local relevant details and drawings. NB: All dimensions are as per the Architects drawings and specifications.
 - All work is to be in accordance with the relevant specifications issued by local, British Standard Codes of Practice, Statutory requirements and the Contract Documents.
 - DRAWING STATUS
- P. PRELIMINARY** - Evolving drawings for approvals, tenders, etc.
- C. CONSTRUCTION** - Fully developed drawings issued under instruction for construction.
- ONLY STATUS C DRAWINGS TO BE USED FOR CONSTRUCTION**
- SUITABILITY CODE**
- WORK IN PROGRESS**
- S9** - Work in progress
- SHARED/CONTRACTUAL**
- S1** - For construction, **S2** - For information, **S3** - For internal review and comment, **S4** - For construction approval
- DOCUMENTATION FOR CONTRACTOR PURPOSES**
- D1** - For existing, **D2** - For tender, **D3** - For contractor design, **D4** - For final design (procurement)
- CONSTRUCTION**
- A** - For construction, **B** - For construction but with comments (i.e. areas in grey), **C** - Comprehensive revisions required.

P2	ISSUED FOR APPROVAL	23.01.26	KW
P1	ISSUED FOR APPROVAL	27.09.24	KW
Drawn	Description	Date	By

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Job Title
LAND AT WINNERSH FARM
Client
TAYLOR WIMPEY WEST LONDON

FIRE APPLIANCE TRACKING

Drawn	Date	Scale @ A0	C1 checked	WMA Project No.
KW	SEPT24	1:500	-	SE2326

Orig No.	Stability	Stability/Revision
IESIS-DR-C-6500	S3	P2