



Andrea Pellegram Ltd.

Andrea Pellegram Ltd
6 Chesterton Park
Cirencester GL7 1XU
<https://www.pellegram.co.uk/>
+44 (0) 7521 092223
lee@pellegram.co.uk

Sent by email to: planning.enquiries@wokingham.gov.uk
Reference: planning application 253071

Date: 8th June 2026

For the attention of the planning case officer,

SECOND RESPONSE TO PLANNING APPLICATION 253071, LAND TO THE WEST OF PARK LANE, CHARVIL, RG10 9TS

The comments attached to this letter have been prepared on behalf of residents of 10, 12, 22, 23 and 24 on Canberra Lake Way, Charvil, in response to further/revised details on reserved matters proposals set out in planning application 253071 at Land West of Park Lane, Charvil.

I would be grateful if you would carefully consider the points raised and take action to ensure that the proposals are amended to address them. Should you have any questions or suggestions, the residents would welcome an opportunity to discuss how the proposals can be amended to address their concerns. Should this be of interest, I am available and can facilitate this with them.

Yours Faithfully,

Lee Searles

Director,
Andrea Pellegram Ltd

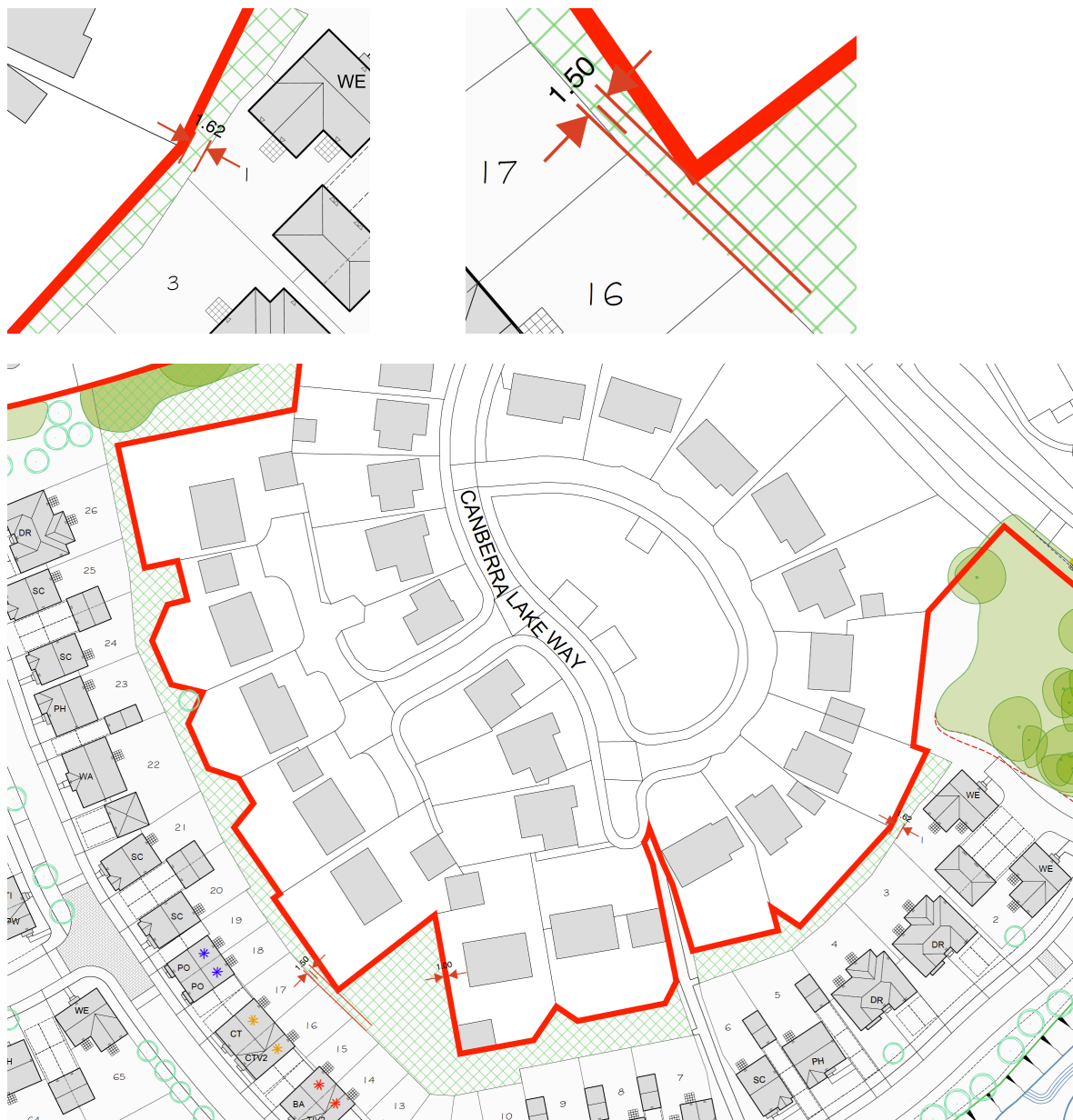
Response to Reserved Matters Application 253071 on behalf of residents of 10, 12, 22, 23 and 24 on Canberra Lake Way, Charvil.

1. This supplementary response has been prepared on behalf of residents living in the development on Canberra Lake Way. It adds to comments previously submitted and should be read together with those.

Revised Landscape Masterplan and buffer

2. The revised proposed site layout and masterplan show changes to the previous layout which are to be welcomed in some respects. The comments set out below on the buffer represent important residual matters which the residents of Canberra Lake Way hope can be addressed through further positive dialogue.
3. Charvil Neighbourhood Plan Policy CHARVIL 4 addresses the relationship between existing and proposed development. Whilst recognising that densities between developments can be different, it is important to respect the character of existing areas. The previous proposals did this to some extent by incorporating a wide buffer to facilitate the transition in development types and densities. The question is whether the current proposals do the same effectively?
4. The previous site layout and landscape masterplan were the subject of significant criticism from residents of Canberra Lake Way. The applicants have responded with changes that have amended the location and orientation of proposed development. The amended proposals have increased separation but not in all locations. The proposals have removed the proposed sub-station to a different part of the application site.
5. **Buffer width needs to increase in some places** - It is recognised that in strict policy terms, the proposal would provide a separation between the living space of existing and proposed developments in excess of minimum requirements and adds a landscape buffer. That said, our previous submission points out that the previous and the current outline consent clearly presented a landscape buffer which was intended to provide an effective screen and separation of the developments. The space originally proposed in the current reserved matters application and now amended is presented as a buffer.
6. For a landscape buffer to fulfil an effective screening purpose it needs to be wide enough to incorporate the layered height, depth and density of planting required. This involves ensuring there is sufficient twig-density, a mixture of understorey and taller planting, and a mixture of evergreen and other species to provide all-year round effectiveness. There is no standard width set out in guidance to achieve this, but 10m is commonly referred to as a working minimum on flat ground.
7. The amended proposals under consideration would create a buffer of only 1.5m in places, depending on where the boundary line is on the ground (the redline is 1 metre wide on the plans). All this will achieve is a slight visual softening where taller planting is provided. Depending on the type of planting incorporated, this might not be effective in late Autumn, Winter and early Spring.
8. Therefore, despite the amendments submitted, the proposals are not sufficient as a whole to provide an effective screen and separation. Where the buffer is currently shown to be less than 5m and space is constrained, this should be extended to a minimum of 5 metres to provide some space for taller screening plants and trees. Other parts of the buffer which are

wider than 5m should be retained and where possible extended further. This would also provide more potential for this area to develop biodiversity value. In this way, the requirements of CHARVIL 4 would be met.



9. **Landscape details** - At present, the landscape masterplan shows insufficient detail and does not show or explain how the buffer will be planted. Indicatively, only one tree is shown on the plan. It is understood that details are likely to be the subject of a planning condition (they should be). Nevertheless, in view of the concern about the removal of the buffer in the first place and then partial reinstatement, some further reassurance is sought ahead of determination of the reserved matters application on the proposed approach to buffer planting, access and management. This should address points raised above about the ability of the buffer to provide effective screening all year round.

10. The proposals say that the buffer will be closed off to the public with access only by the management company for maintenance. More information about these arrangements is sought ahead of determination.
11. The residents of Canberra Lake Way request further dialogue to ensure that the points raised above can be resolved satisfactorily.

Proposed pedestrian path cut-through

12. The residents of Canberra Lake Way have previously indicated (and here reaffirm) their opposition to a proposed pedestrian cut-through between the proposed development and Canberra Lake Way for the following reasons.
13. **Park Lane should be the focus of improvements to the pedestrian environment** - Park Lane is the key public thoroughfare and pedestrian route running north to south through Charvil. Policy CHARVIL11 of the Made NDP supports improvements to the pedestrian environment along and across Park Lane, particular in relation to access to the school in the south and across roads south of the A4 to access the shop to the north. The proposed development is located opposite the school site on Park Lane in the south of Charvil. Therefore, whilst the cut through would provide a route to connect that development with Park Lane a little further up the road from the site entrance, it would be a missed opportunity to improve Park Lane for pedestrians more generally – it would be preferable to focus investment on the improvements to Park Lane which would benefit residents of Charvil more widely.
14. **Status of Canberra Lake Way** – The residents question whether the proposed route can be relied upon in public right of way terms, noting that only a part of the road is adopted, while the majority remains private with maintenance and renewal paid for by the residents of that development.
15. **Planning, Design and Amenity Impacts** - There are specific planning, design and amenity impacts that would result from this proposal which should be considered. It was not very long ago that the Canberra Lake Way development was consented and constructed. The development consists of only 25 homes and its design reflected the intention and commitment that it would be a cul-de-sac, clearly implying this would be a low-traffic environment for both cars and people. It was designed to be self-contained.
16. The proposed scheme adjacent is significantly larger in scale (75 homes). If the cut-through route is provided, this would introduce a potentially significant increase in pedestrians passing through Canberra Lake Way that conflicts with the scheme design elements that relied on the assumption that people moving about in the development would be residents or visitors to residents, which influenced layout design and arrangement of buildings – front doors, windows, side boundaries and gardens which are not designed with a high flow of through-route pedestrians in mind, passing close by properties. There is a clear potential for material impacts on the function of Canberra Lake Way as a development and a community if the through-route is provided.
17. The types of impacts arising would be on privacy, security, overlooking, noise-environment, from dog-walking and litter. There would be impacts on the sense of ownership of the outdoor space by residents of the development, where currently there is a high sense of ownership and security (which residents pay for) but which would be removed.

18. The point at which the footpath would cut-through to Canberra Lake Way is very close to number 10 Canberra Lake Way. The proposed path sits just 0.9m from the physical structure of No. 10, with no physical boundary wall/fence currently at this point.
19. The path would pass between number 10 and the parked cars/garage of number 11. The proposed path width itself would be 1.7m, which falls short of the standard 2m width usually required by highway design standards for adoption and comfortable pedestrian flow.
20. The presence of potentially significant pedestrian flows through this gap would be highly impactful for current residents of these properties in terms of disturbance of a public pathway next to their back gardens, pathway next to parked cars, removal of planted borders, and a direct view from the path into the main living space of Number 10 from about 2m away with views directly in on the approach given the likely route.



21. **Car Parking spillover** - There is a concern over the potential for spillover of car parking in Canberra Lake Way from the proposed development should the cut-through be provided. This needs to be given proper consideration. Local Plan parking standards enforced by WBC are optimistic in their hope that people will use active travel and public transport for their daily needs, but in common with most places, this does not reflect car-ownership levels and car use in the area. Car ownership and use is very high in Charvil owing to the lack of local services and lack of frequent, reliable bus services. The average level of car ownership per household is between two and three cars.
22. The street space in Canberra Lake Way is not a 'public good' in the way that other on-street space managed by the highway authority is regarded. It is private estate space and as such it cannot be assumed that it is available for public parking. The likelihood is that use of the

area for parking from the adjacent development, should this arise, will provoke action to restrict use of the space and this would not be a positive outcome. It would be better to design out the potential for the problem to arise and remove the proposed cut-through.

23. **Thames Valley Police** - The footpath link was not supported in secure by design terms by Thames Valley Police and was not proposed by the applicant until it was advised to do so by WBC. Several resident objections to the proposal have echoed the words of Thames Valley Police in referring to a lack of support for 'leaky cul-de-sacs', which speaks to the matters raised above.