

PLANNING REF : 253071
PROPERTY ADDRESS : 10 Canberra Lake Way
: Charvil, Berkshire
: RG10 9DH
SUBMITTED BY : Mrs Anna Short
DATE SUBMITTED : 11/01/2026

COMMENTS:

Dear Sir or Madam,ons set out below:

Way site and it has been removed in this application. The removal of this buffer is of significant concern to existing residents, as it results in an unexpected intrusion upon their privacy and outlook. This impact is particularly acute for the properties at 8-12 and 22-26 Canberra Lake Way, which are situated directly adjacent to the boundaries of the proposed development. The current proposals appear to conflict with the permissible allowable distance between properties.

Harm to Residential Amenity - The positioning of Plots 4 and 5 will harm my property at 10 Canberra Lake Way by:t views into my garden and living spaces.

-Overbearing Impact: Proximity and elevated topography create an oppressive enclosure.

-Loss of Outlook: Open views replaced by an intrusive structure. These issues are worsened by the absence of the approved green buffer.

Sustainable Travel - It's noted the 14% increase in number of bedrooms across the whole development will potentially increase the number of inhabitants. Insufficient evidence has been shared which would demonstrate the scheme supports reduced private car usage, encourages walking and cycling, in particular into Twyford which is a recognised challenge in Charvil.

Omission of Pedestrian Infrastructure and Failure to Address Safety Concerns - The current plans omit the pedestrian crossing on Park Lane, a condition of the outline planning permission. The failure to provide this infrastructure presents a major highway safety risk to both existing and future local residents.

Cumulative Strain - This development must not be viewed in isolation. When considered alongside the major application for the Speedy Fuels industrial fuel storage and distribution depot (Ref: 252782) on Old Bath Road, the increased traffic from this high-density residential site will lead to severe congestion and safety risks, especially as no evidence has been provided for other infrastructure improvements, such as improved pathways and cycle routes to allow reduced car usage.

Failure to comply with local design guidelines - The proposed layout is unsympathetic, not in keeping to the current Hicks CLW designs and appears to be contrary to local WBC design guidelines due to the clustering of affordable housing into a single zone. Local policies promote the effective and integrated distribution of affordable housing within schemes, which is entirely ignored in this submission.

Removal of footpath between 10 and 11 CLW is welcome and the safety and security improvements this offers from the outline planning proposals.

In conclusion, I respectfully urge the Council to refuse this application in its current form, or alternatively require amendments to address the key concerns raised during the consultation process.