
Land at Park Lane, Charvil: Supplementary Transport Note

Ref: SJ/PL/ITS210467-004
Date: 29 April 2026

SECTION 1 Introduction

- 1.1.1 Bellway Homes Limited (Thames Valley) has appointed i-Transport LLP to provide highways and transport advice in relation to a Reserved Matters Application (RMA) (Ref: 253071) on Land at Park Lane, Charvil for the development of 75 residential dwellings together with associated parking, landscaping and open space.
- 1.1.2 An RMA was submitted to Wokingham Borough Council (WBC) in December 2025. The proposal is for:
- "Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). Details of appearance, landscaping, layout and scale to be considered."***
- 1.1.3 WBC is the unitary authority for the site responsible as both the local planning and highway authority. WBC Highways provided a formal consultation response (dated 11 February 2026) to the planning application requesting further information in relation to the vehicle access, traffic calming, the site layout and car parking provision. The full consultation response is provided at **Appendix A**.
- 1.1.4 This Supplementary Transport Note provides additional information and clarification as requested to address the outstanding matters within the WBC consultation response.
- 1.1.5 The proposed site layout has been updated to address the WBC Highways comments and is provided at **Appendix B**. It should be noted that the updated layout also reflects the comments from other consultees.
- 1.1.6 The site layout review drawings which accompanied the RMA have also been updated and are provided with this note.

SECTION 2 WBC Comments and i-Transport Response

2.1.1 The site layout has been updated to address the consultation comments received and is provided at **Appendix B**. Subsequently, all drawings that were submitted with the Transport Statement have also been updated. These are listed below:

- ITS210467-GA-001F Site Layout Review – Geometry Plan
- ITS210467-GA-002F Site Layout Review – Visibility
- ITS210467-GA-003G Site Layout Review – Swept Path Analysis (Refuse Vehicle)
- ITS210467-GA-004F Site Layout Review – Swept Path Analysis (Fire Tender, Water Tanker and Car)
- ITS210467-GA-005F Site Layout Review – Car Parking
- ITS210467-GA-006F Site Layout Review – Pedestrian Crossings and Pedestrian Visibility
- ITS210467-GA-007B Site Layout Review – Parking Bay Dimensions
- ITS210467-GA-008D Site Layout Review – Indicative Adoption Plan
- ITS210467-GA-009A Site Layout Review – Swept Path Analysis (Refuse Vehicle / Car)
- ITS210467-GA-010A Site Layout Review – Swept Path Analysis (Sprinter Van / Car)

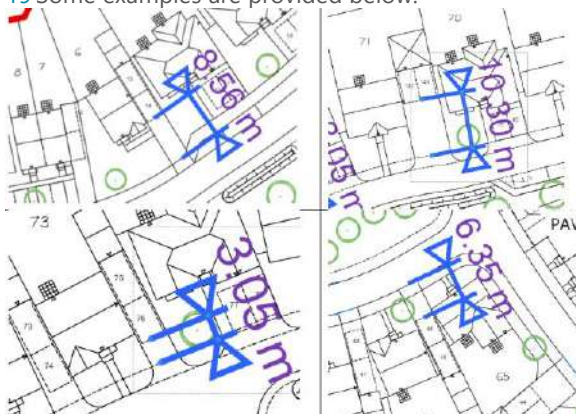
2.1.2 **Table 2.1** summarises the WBC comments and i-Transport responses. The supporting drawings/plans are referenced as appropriate in the table.

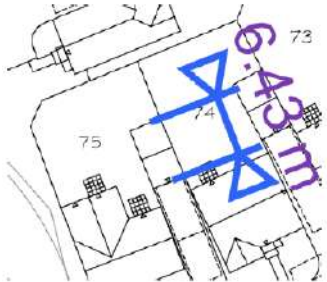
Table 2.1: WBC Consultation Comments and i-Transport Responses

WBC Comment	i-Transport Response
Vehicle Access	
1 The LHA note the swept paths show a Refuse Collection Vehicle (RCV) exiting the site uses the full carriageway width of Park Lane. A wider bellmouth junction and wider corner radii are requested to reduce the amount that an RCV will overswing the centre line on Park Lane. Swept paths should also be provided of a large delivery van using the proposed site access, which demonstrate that the delivery van will not overswing the centre line, given delivery vans will likely enter/egress the site on a daily basis.	The proposed site access arrangement was agreed with WBC as part of the outline planning application which included approval of means of access in detail. It is not appropriate to deliver a wide access junction to accommodate for occasional vehicles such as an RCV which will encourage higher vehicle speed and is contrary to design principles for residential streets. It was demonstrated as part of the outline application that appropriate junction visibility splays are achieved which will enable to drivers of such occasional vehicles to manoeuvre safely when there are suitable gaps.
2 Any amended drawings submitted should display the proposed carriageway dimensions and corner radii across the site layout. The drawings should include a scale bar.	Drawing ITS210467-GA-001 has been updated to show additional proposed carriageway dimensions and corner radii.
3 The LHA require submission of a drawing which demonstrates suitable visibility around all bends on site. Forward visibility only appears to be demonstrated outside plot 44.	Drawing ITS210467-GA-002 has been updated to show forward visibility throughout the site.

WBC Comment	i-Transport Response
4 The LHA require amendment of the building line outside Plot 44. The sightline passes very close to the building and if OS mapping is inaccurate or the building footprint varies slightly there will not be suitable forward visibility. The LHA also request that the footway outside Plot 44 is widened to allow the forward visibility displayed. This is to ensure the land will not be private and include obstructions to visibility in future such as fences or trees/hedges planted in future.	Drawing ITS210467-GA-002 shows the visibility splays. The updated site layout resolves this.
Traffic Calming	
5 The LHA require the provision of traffic calming features within the site. The Wokingham Living Streets Guide (2019) requires a 20mph design speed on roads within new developments. The street design should naturally convey a 20mph speed. The LHA require traffic calming features on the two spine roads which splay east and west on the site layout plan. These spine roads are c.120m - 150m long roads which are almost straight. There is concern residents and delivery drivers will exceed the 20mph design speed.	The updated site layout incorporates raised tables throughout the site layout as traffic calming measures.
6 Tabled crossings would be welcomed in locations where crossings are needed. An additional uncontrolled crossing should be provided to the play area where a path is shown between the visitor parking spaces.	Pedestrian crossings are provided within raised tables at majority of the locations. Raised table is provided where a path is shown between the visitor spaces.
7 DfT LTN1/07 Traffic Calming advises that 'Speed control measures should be spaced at about 60 to 70 metres apart but not more than 50 metres from any given point unless on cul-de sacs less than 80 metres long...this spacing of traffic calming measures should ensure that the zone is self-enforcing (i.e. vehicle speeds are kept at least at or below an average of 20mph' (Paragraph 3.2.17).	Traffic calming measures as raised tables are provided throughout the site. These are shown in the updated site layout.
Site Layout	
8 Clarification is required of whether cyclists are expected to travel on carriageway with vehicles. If cyclists are expected to travel on carriageway; then a wider internal route should be provided to ensure cars can give cyclists appropriate space whilst passing.	Cycling is on carriageway and is appropriate for the development and suitable for all cycle users in line with LTN1/20 for low speed and low traffic volume streets. The key streets have been widened to 5.5m as part of the updated site layout. The carriageway dimensions are provided in Drawing ITS210467-GA-001.
9 It appears that the carriageway width will need to be widened to 5.5m to allow a large car to pass a refuse vehicle or a water tanker.	The carriageway has been widened to 5.5m width.

WBC Comment	i-Transport Response																																																																																															
10 The LHA require swept path analysis of the site which demonstrates that the large refuse vehicle and the water tanker can pass a modern large car (measuring c.2.07m wide including the mirrors). If suitable space cannot be demonstrated; then the carriageway should be widened or passing places provided which can be used on collection day.	Swept path analysis has been undertaken showing a large car and refuse vehicle passing each other. This is presented in Drawing ITS210467-GA-009. A Volvo XC40 which is widest in the list provided by WBC has been used. As refuse vehicle is larger than a water tanker so a water tanker has not been analysed.																																																																																															
11 The LHA also require swept paths demonstrating a modern large car can ingress/egress the site and pass a large delivery van such as a long wheelbase Mercedes Sprinter (2.35m wide x 6.96m long). Whilst a refuse vehicle will visit the site once a week, delivery vans associated with online deliveries can be expected on site every day. If the two vehicles cannot pass then the highway should be widened to ensure both vehicles can pass.	The swept path analysis showing a sprinter van passing a large car is presented at Drawing ITS210467-GA-010.																																																																																															
12 The swept paths of an estate car (Drawing No. ITS210467-GA-005-Rev-D, dated 29.10.25, titled 'Site Layout Review – Swept Path Analysis') display an estate car which measures 4.710m x 1.804m. It is not clear if the 'Overall Width' of 1.804m includes wing mirrors. This vehicle spec will not be considered wide enough to demonstrate suitable width for a car to pass a refuse vehicle, water tanker or delivery van.	The overall width does not include wing mirrors. The swept path analysis (Drawing ITS210467-GA-005) has been updated using the widest car (1.910m) in the list below without the wing mirrors.																																																																																															
13 A list of the Top 10 selling cars in 2025 and their overall width is provided below. The majority of these vehicles are 20cm-30cm wider than the estate tracked. <table><tr><th colspan="5">2025 Total New Registrations</th></tr><tr><th>Make and Model</th><th>Number of Registrations¹</th><th>Length²</th><th>Width (Mirrors Out)</th><th>Width (No Mirrors)</th></tr><tr><td>Ford Puma</td><td>55,468</td><td>4.186m</td><td>1.930m</td><td>1.805m</td></tr><tr><td>Kia Sportage</td><td>47,766</td><td>4.465m</td><td></td><td>1.855m</td></tr><tr><td>Nissan Qashqai</td><td>41,141</td><td>4.425m</td><td>2.084m</td><td>1.835m</td></tr><tr><td>Vauxhall Corsa</td><td>35,947</td><td>4.060m</td><td>1.960m</td><td></td></tr><tr><td>Nissan Juke</td><td>34,773</td><td>4.210m</td><td>1.983m</td><td>1.80m</td></tr><tr><td>VW Golf</td><td>32,478</td><td>4.284m</td><td>2.073m</td><td>1.789m</td></tr><tr><td>Volvo XC40</td><td>30,404</td><td>4.440m</td><td>2.034m</td><td>1.910m</td></tr><tr><td>MG HS</td><td>30,191</td><td>4.670m</td><td>2.066m</td><td>1.88m</td></tr><tr><td>VW Tiguan</td><td>29,857</td><td>4.539m</td><td>2.089m</td><td>1.839m</td></tr><tr><td>Hyundai Tucson</td><td>28,613</td><td>4.480m</td><td>2.065m</td><td>1.850m</td></tr></table> <table><tr><th colspan="5">Delivery Van Dimensions</th></tr><tr><td>Ford Transit</td><td></td><td>4.973 (L1)</td><td>2.272m</td><td>2.080m</td></tr><tr><td>Mercedes Sprinter (L1)</td><td></td><td>5.267m</td><td>2.345m</td><td></td></tr><tr><td>Sprinter (L3)</td><td></td><td>6.96m</td><td>2.345m</td><td></td></tr><tr><td>VW Crafter</td><td></td><td>5.986m</td><td>2.427m</td><td>2.040m</td></tr><tr><td>Vauxhall Combi</td><td></td><td>4.753 (XL)</td><td>2.107m</td><td></td></tr><tr><td>Viver Electric</td><td></td><td>5.331 (XL)</td><td>2.204m</td><td></td></tr></table>	2025 Total New Registrations					Make and Model	Number of Registrations ¹	Length ²	Width (Mirrors Out)	Width (No Mirrors)	Ford Puma	55,468	4.186m	1.930m	1.805m	Kia Sportage	47,766	4.465m		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	1.88m	VW Tiguan	29,857	4.539m	2.089m	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		Viver Electric		5.331 (XL)	2.204m		Noted. Swept path analysis has been updated using Volvo XC40 and Sprinter – the testing with the Sprinter has used the width which assumes the mirrors are out.
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14 The LHA accept the number of car parking spaces proposed by the applicant. The TS highlights that 167 car parking spaces are required by the WBC Parking Standards for the site. This equates to 108 allocated car parking spaces and 59 unallocated parking spaces including 15 visitor spaces.	The updated layout comprises 138 allocated spaces, 16 unallocated spaces, 13 visitor spaces, 51 garage spaces and 2 service spaces. These are shown in a plan provided in Appendix C.																																																																																															
15 The TS states that the development proposal provides a total of 223 parking spaces across the site (including garages): 112 allocated spaces; 42 unallocated resident spaces; 17 visitor parking spaces; and 52 garage parking spaces.																																																																																																

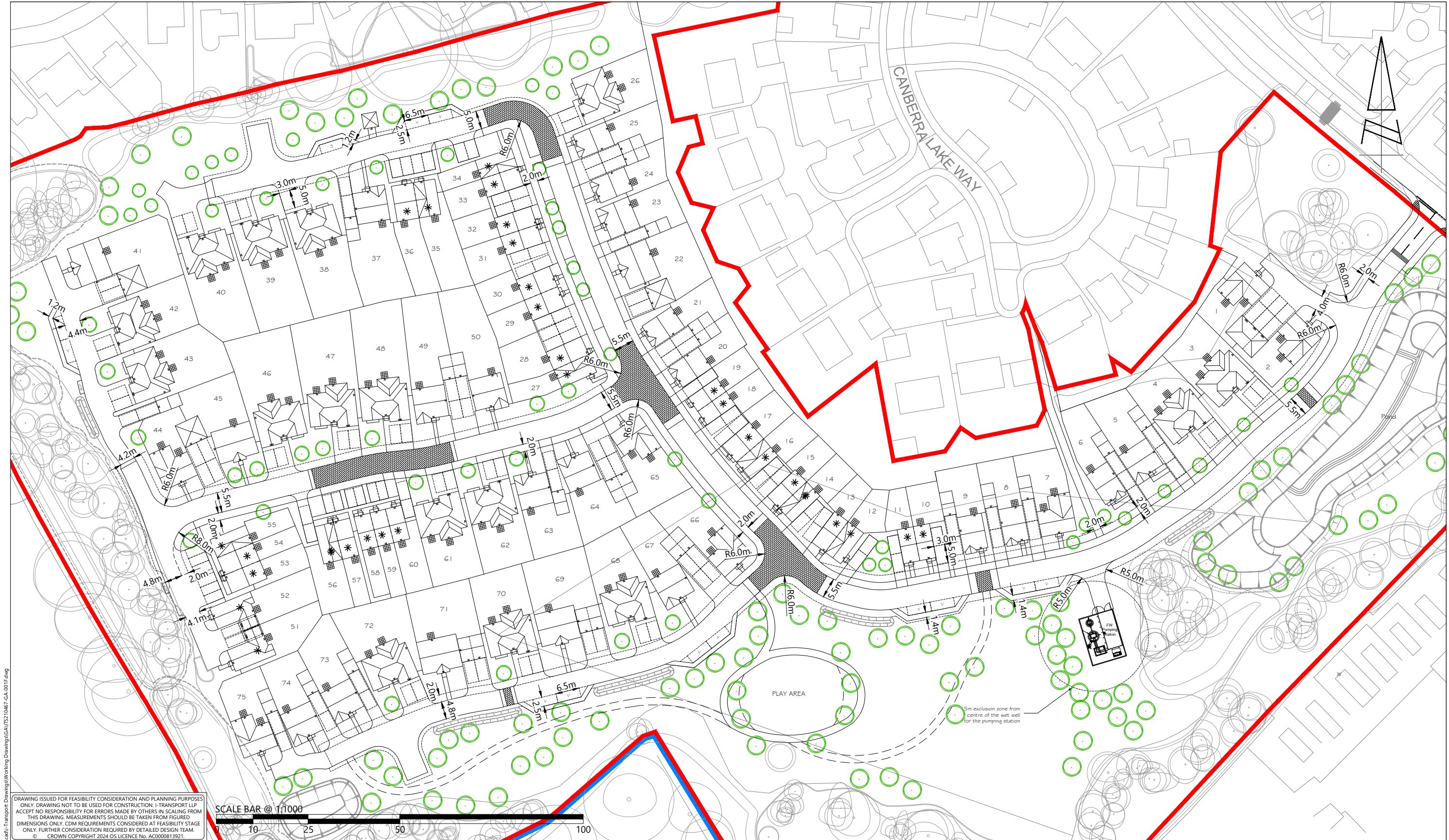
WBC Comment	i-Transport Response
Car Parking Space Dimensions / Orientation	
16 The LHA require parking spaces (and garage) outside numerous plots to be pulled further forwards closer to the carriageway. This includes Plot 6, Plot 7, Plot 42, Plot 43, Plot 44, Plot 49, Plot 64, 65, Plot 66, Plot 67, Plot 69, Plot 71, Plot 73 and Plot 74.	The updated layout addresses this concern. Where there is a strip of land in front of the plots, these will either be adopted or managed by a private management company and do not belong to the plot preventing them from parking. The proposed adopted plan is presented as Drawing ITS210467-GA-008 .
17 These dwellings appear to have excess driveway space between their parking spaces and the proposed carriageway; which could result in residents attempting to squeeze in additional parked cars and could result in parked cars overhanging the footway.	
18 Otherwise, there is space in front of spaces which could result in use as informal parking spaces (but may not be large enough for a car) and this could result in vehicles overhanging the footway and encourage higher levels of car ownership/parking.	
19 Some examples are provided below:	
	
Electric Vehicle Charging	
20 The TS outlines that active electric vehicle chargers will be provided for all dwellings. The LHA are satisfied that this level of provision which meets the NPPF requirement for developments to provide EV Charging and also meets the requirement of the Building Regulations Part S to provide 1 active EV Charging Point per dwelling within a development site.	Noted.
Cycle Parking	
21 The LHA require amendment of the site plan to display the sheds which will be used for cycle storage. Some dwellings are displayed without a bike shed or a garage provided.	The site layout has been updated to reflect this. All dwellings are to be provided with secured cycle parking provision either in garages or bike sheds. A plan showing this is provided at Appendix C .

WBC Comment	i-Transport Response
22 Garages should be enlarged to 7m x 3m. The garages appear 6.5m x 3m on the site plan which does not meet the WBC dimensions required for a garage to be considered large enough for car parking and cycle parking (WBC Parking Study 2011). 	The garages have not been counted as car parking spaces, and only for cycle storage. Therefore, these do not need to meet the 7m x 3m dimension. Sufficient car parking is provided excluding garages.
23 The TS outlines that cycle parking will be provided within the garages for each dwellings or sheds for dwellings without garages.	Agreed. As above.

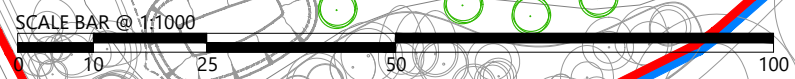
SECTION 3 Summary

- 3.1.1 Bellway Homes Limited (Thames Valley) has appointed i-Transport LLP to provide highways and transport advice in relation to a Reserved Matters Application (RMA) (Ref: 253071) on Land at Park Lane, Charvil for the development of 75 residential dwellings together with associated parking, landscaping and open space.
- 3.1.2 An RMA was submitted to Wokingham Borough Council (WBC) in December 2025. The proposal is for:
- "Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). Details of appearance, landscaping, layout and scale to be considered."***
- 3.1.3 This Supplementary Transport Note provides additional information and clarification as requested to address the outstanding matters within the WBC consultation response and consequently, there are no highways or transport reasons for refusal of the proposed development in the context of the prevailing planning policies.

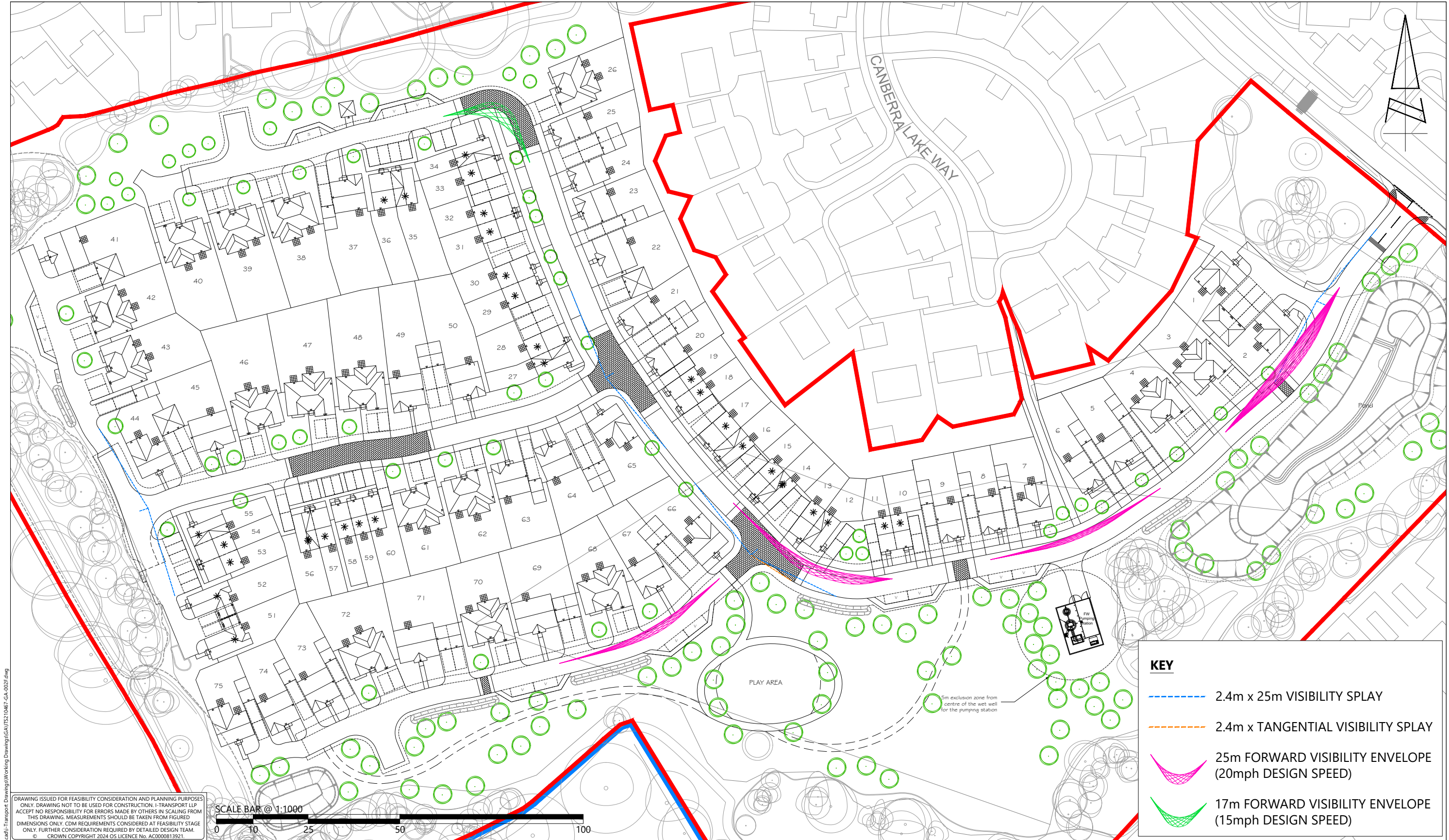
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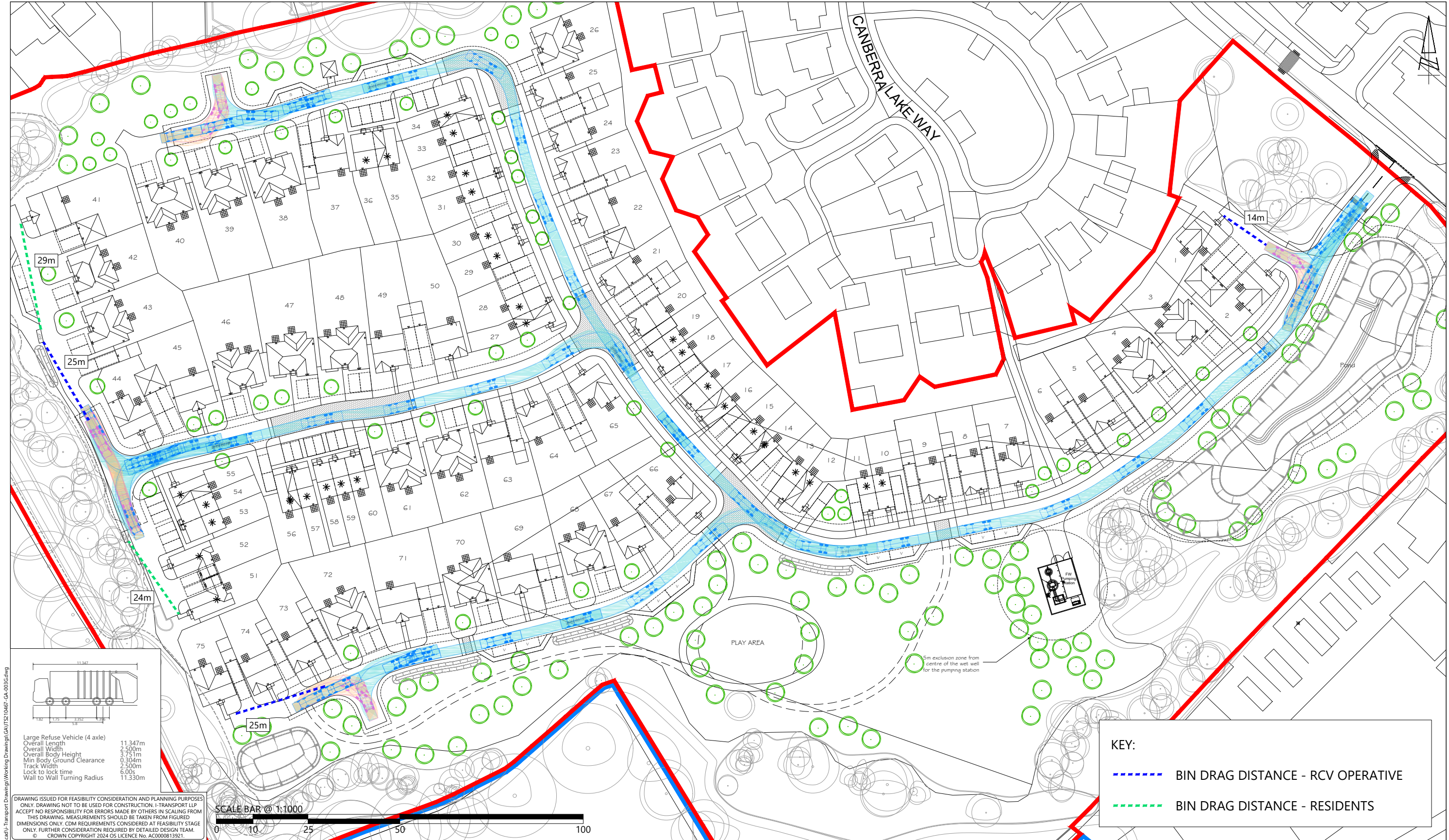
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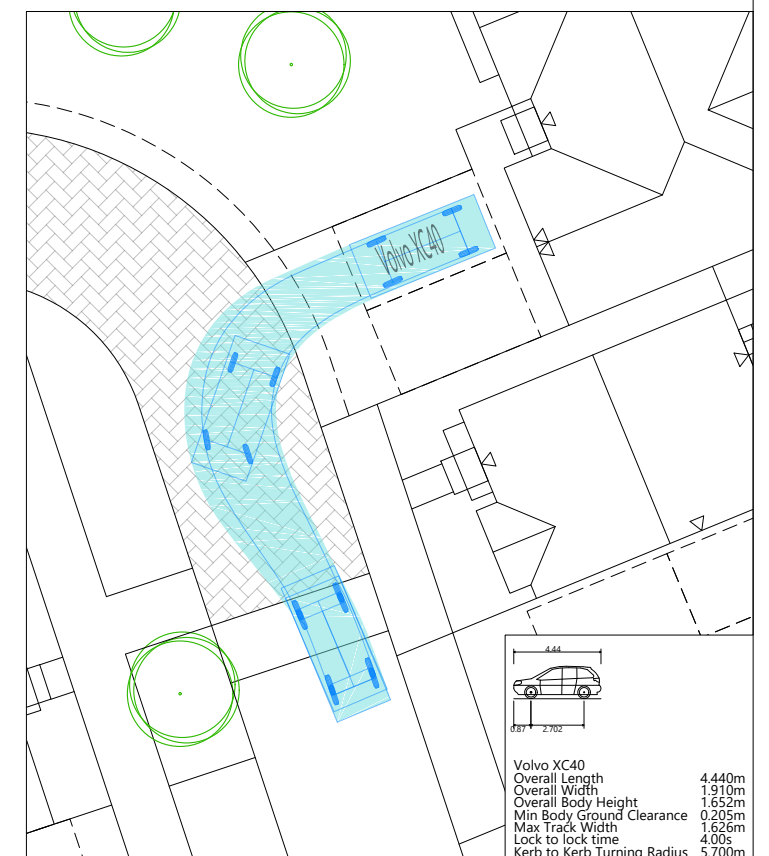
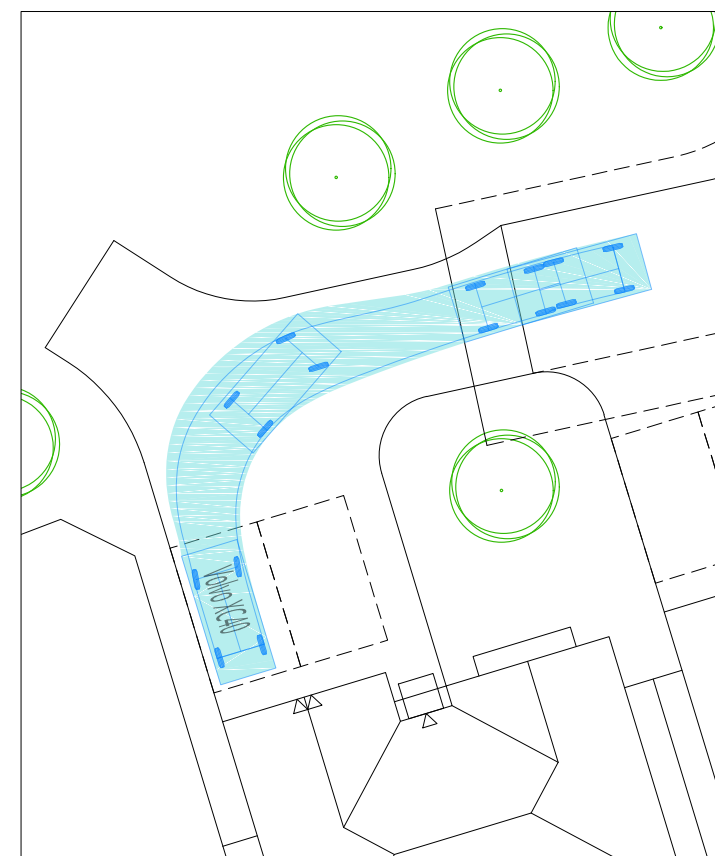
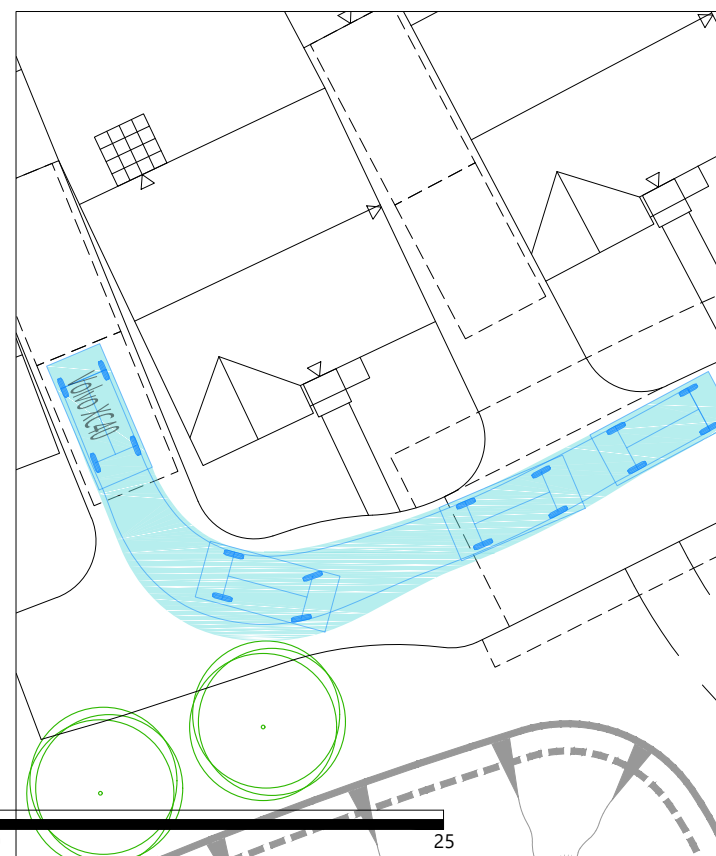
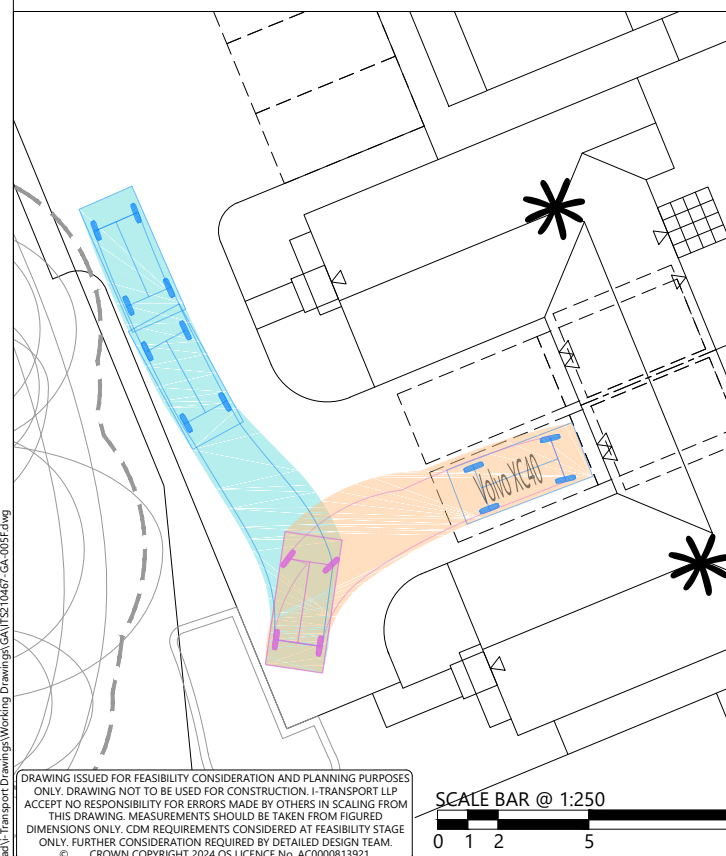
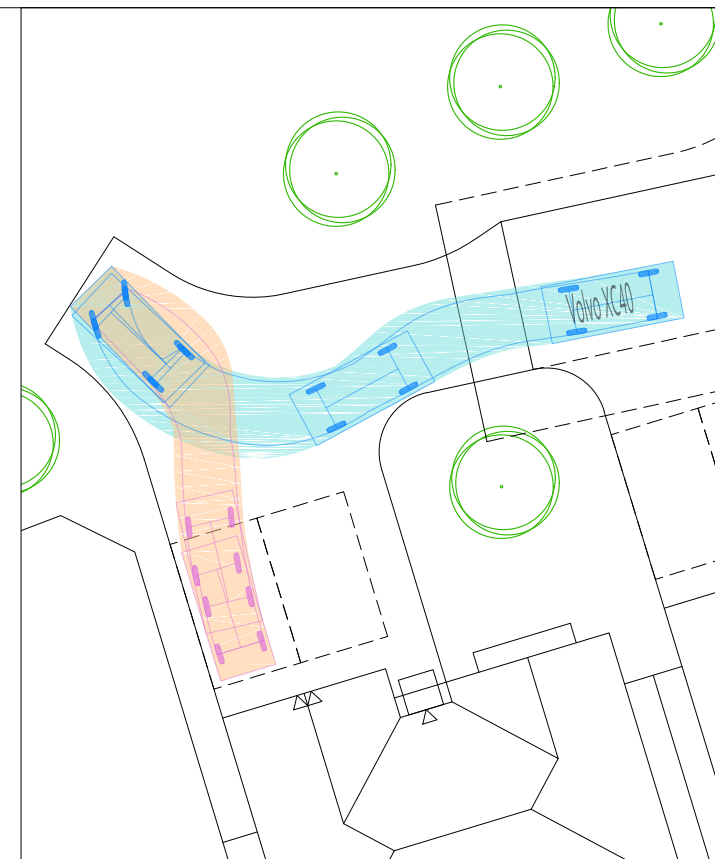
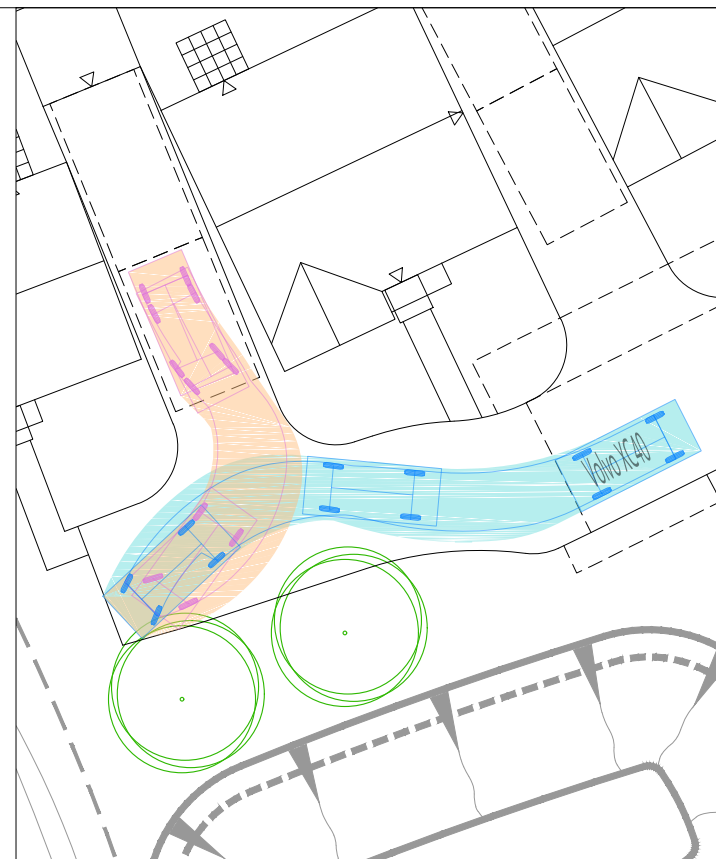
KEY	
	2.4m x 25m VISIBILITY SPLAY
	2.4m x TANGENTIAL VISIBILITY SPLAY
	25m FORWARD VISIBILITY ENVELOPE (20mph DESIGN SPEED)
	17m FORWARD VISIBILITY ENVELOPE (15mph DESIGN SPEED)

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SITE LAYOUT REVIEW - SWEEP PATH ANALYSIS (CAR)

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LAND AT PARK LANE, CHARVIL

CLIENT:

BELLWAY HOMES LIMITED (THAMES VALLEY)

DRAWN:

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PROJECT No:

ITS210467

DRAWING No:

ITS210467-GA-005

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APPROVED:

SJ

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29.10.25

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Tel: 03316 300366
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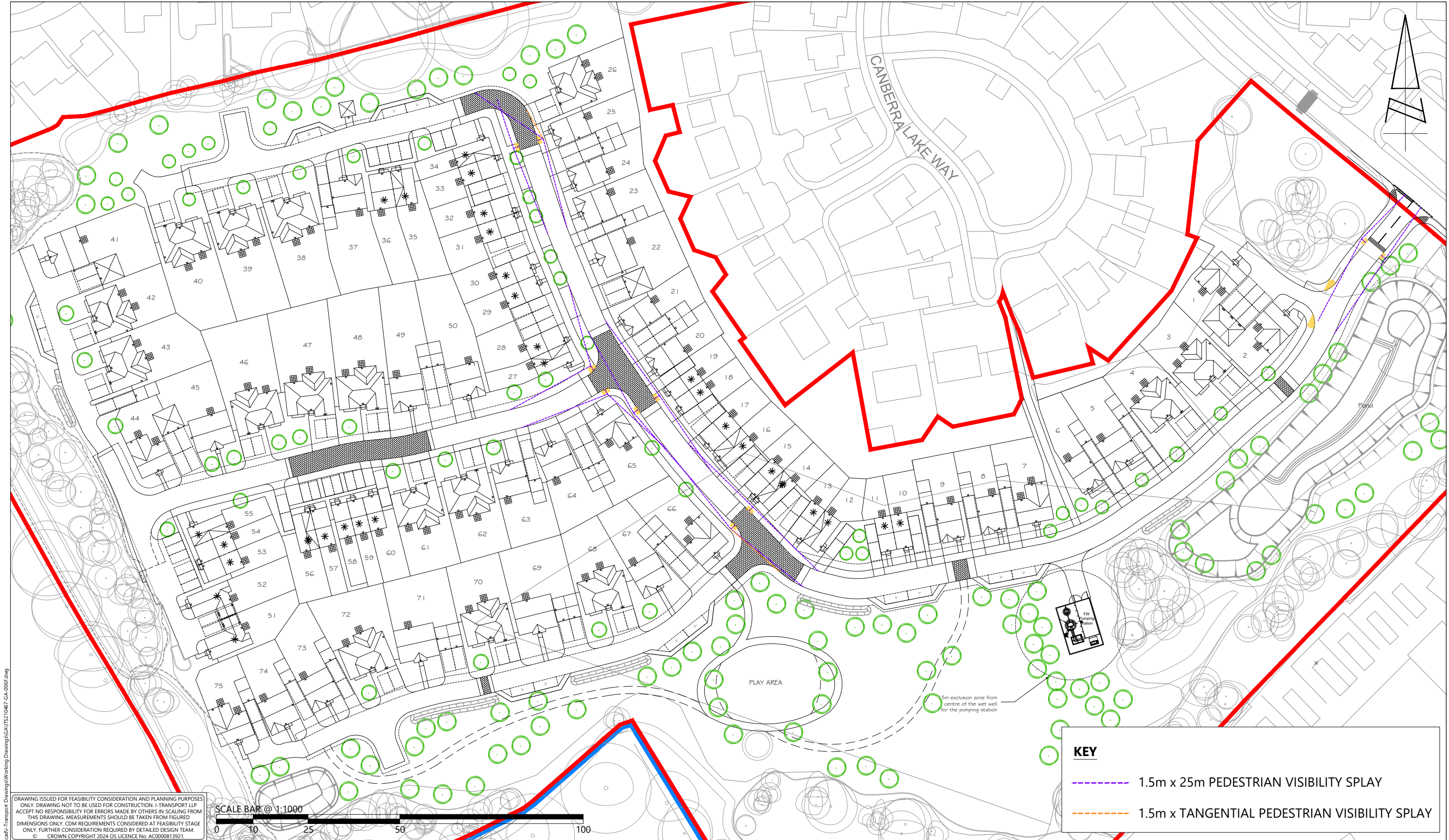
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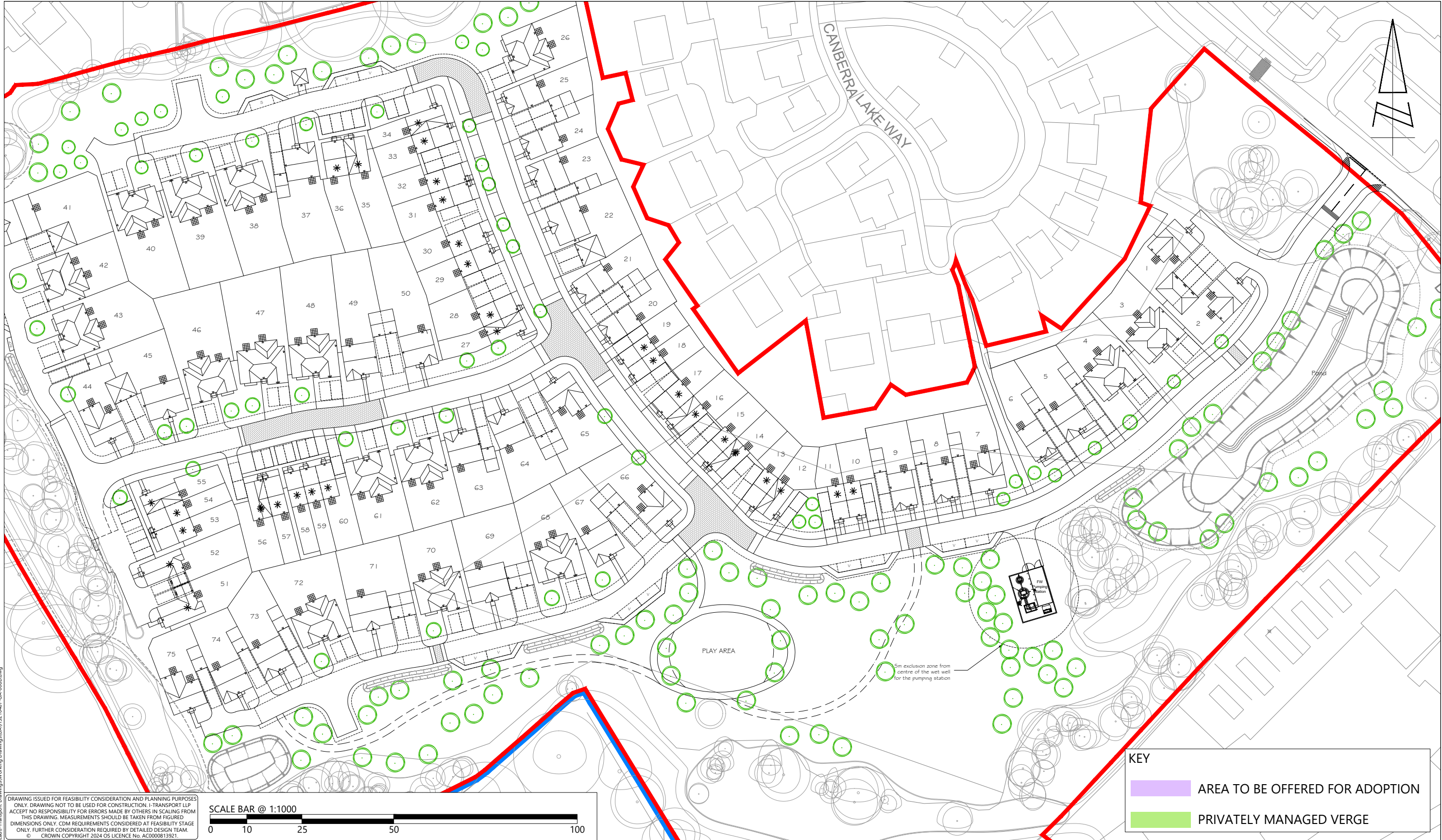
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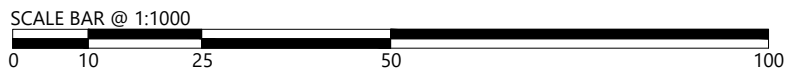
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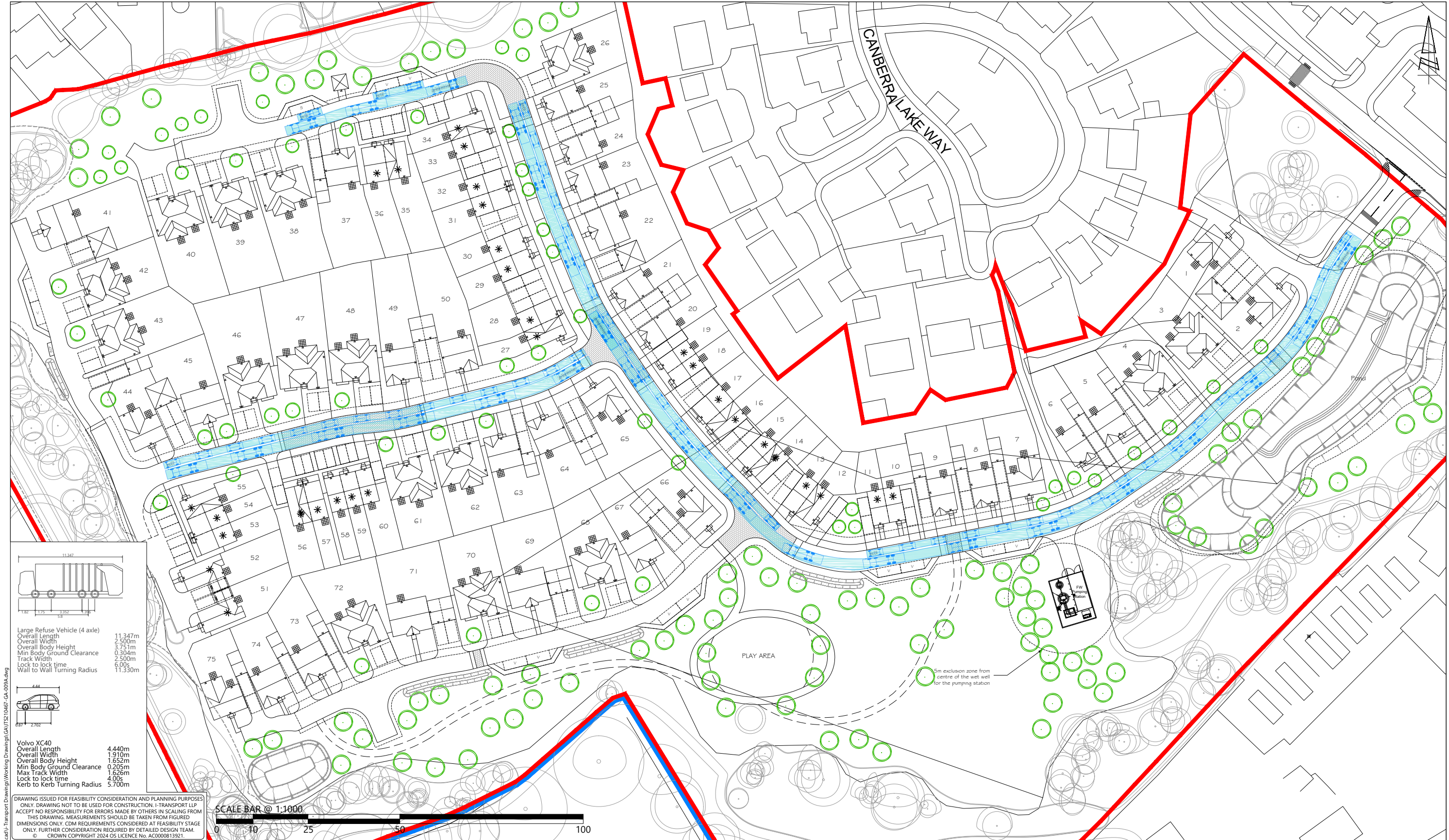


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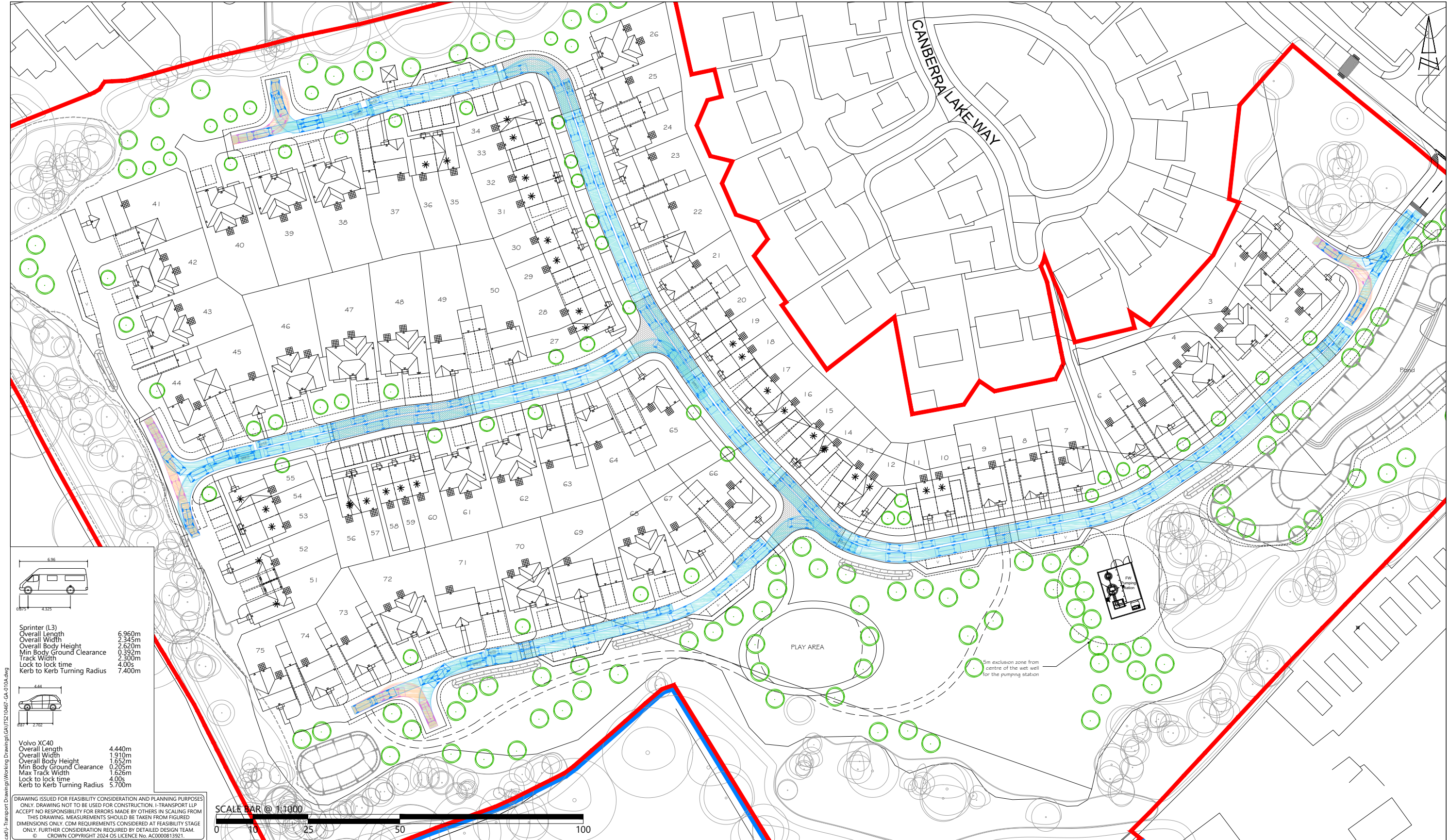


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STATUS: FOR INFORMATION								REV: A		

APPENDIX A. WBC CONSULTATION RESPONSE

Date: 18 December 2025
Application: 253071



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: 253071

Applicant: The Owner and/or Occupier

Site Address: Land To West Of Park Lane, Charvil, RG10 9TS

Parish: Charvil

Grid Reference: Easting - 477511, Northing - 175185

Type of Development: Major Dwellings (10+)

Proposal: Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). Details of appearance, landscaping, layout and scale to be considered.

Case Officer: Benjamin Hindle

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 253071. 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 **18 January 2026**.

Yours sincerely,
Development Management & Compliance

MEMORANDUM

From:	Ben Amey Principal Highway Management Officer		
Service	WBC Highways	App No:	253071
Address:	Land To West Of Park Lane, Charvil, RG10 9TS.		
Proposal:	Application for approval of Reserved Matters pursuant to Outline Planning Consent 232704 comprising details of 75 homes, together with associated internal access roads, parking, public open space, landscaping and sustainable drainage systems (SuDS). Details of appearance, landscaping, layout and scale to be considered.		
Type of Development:	Major Dwellings (10+)		
Site Visit Made:	Yes/No		

Summary Of Recommendations

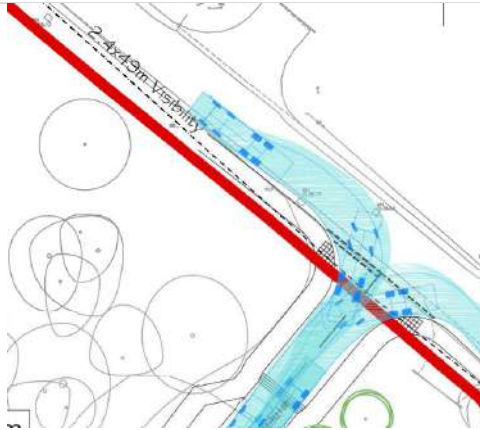
- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☐ Objection due to the reason(s) **stated below.**

Comments On Proposal

Planning application no. 253071 is supported by a Transport Statement produced by i-Transport. The application is for 75 dwellings with parking, landscaping and open space.

Vehicle Access

1. The LHA note the swept paths show a Refuse Collection Vehicle (RCV) exiting the site uses the full carriageway width of Park Lane. A wider bellmouth junction and wider corner radii are requested to reduce the amount that an RCV will overswing the centre line on Park Lane. Swept paths should also be provided of a large delivery van using the proposed site access, which demonstrate that the delivery van will not overswing the centre line, given delivery vans will likely enter/egress the site on a daily basis.



2. Any amended drawings submitted should display the proposed carriageway dimensions and corner radii across the site layout. The drawings should include a scale bar.
3. The LHA require submission of a drawing which demonstrates suitable visibility around all bends on site. Forward visibility only appears to be demonstrated outside plot 44.
4. The LHA require amendment of the building line outside Plot 44. The sightline passes very close to the building and if OS mapping is inaccurate or the building footprint varies slightly there will not be suitable forward visibility. The LHA also request that the footway outside Plot 44 is widened to allow the forward visibility displayed. This is to ensure the land will not be private and include obstructions to visibility in future such as fences or trees/hedges planted in future.



Traffic Calming

5. The LHA require the provision of traffic calming features within the site. The Wokingham Living Streets Guide (2019) requires a 20mph design speed on roads within new developments. The street design should naturally convey a 20mph speed. The LHA require traffic calming features on the two spine roads which splay east and west on the site layout plan. These spine roads are c.120m - 150m long roads which are almost straight. There is concern residents and delivery drivers will exceed the 20mph design speed unless

vertical or horizontal features are introduced which will result in traffic calming.

6. Tabled crossings would be welcomed in locations where crossings are needed. An additional uncontrolled crossing should be provided to the play area where a path is shown between the visitor parking spaces:



7. DfT LTN1/07 *Traffic Calming* advises that 'Speed control measures should be spaced at about 60 to 70 metres apart but not more than 50 metres from any given point unless on cul-de sacs less than 80 metres long...this spacing of traffic calming measures should ensure that the zone is self-enforcing (i.e. vehicle speeds are kept at least at or below an average of 20mph' (Paragraph 3.2.17). A screenshot is provided below highlighting the longer street sections which require speed reduction features:



Site Layout

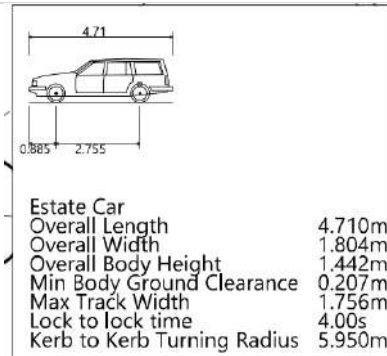
8. Clarification is required of whether cyclists are expected to travel on carriageway with vehicles. If cyclists are expected to travel on carriageway; then a wider internal route should be provided to ensure cars can give cyclists appropriate space whilst passing.

9. It appears that the carriageway width will need to be widened to 5.5m to allow a large car to pass a refuse vehicle or a water tanker.
10. The LHA require swept path analysis of the site which demonstrates that the large refuse vehicle and the water tanker can pass a modern large car (measuring c.2.07m wide including the mirrors). If suitable space cannot be demonstrated; then the carriageway should be widened or passing places provided which can be used on collection day.
11. The LHA also require swept paths demonstrating a modern large car can ingress/egress the site and pass a large delivery van such as a long wheelbase Mercedes Sprinter (2.35m wide x 6.96m long). Whilst a refuse vehicle will visit the site once a week, delivery vans associated with online deliveries can be expected on site every day. If the two vehicles cannot pass then the highway should be widened to ensure both vehicles can pass.
12. The swept paths of an estate car (Drawing No. ITS210467-GA-005-Rev-D, dated 29.10.25, titled '*Site Layout Review – Swept Path Analysis*') display an estate car which measures 4.710m x 1.804m. It is not clear if the 'Overall Width' of 1.804m includes wing mirrors. This vehicle spec will not be considered wide enough to demonstrate suitable width for a car to pass a refuse vehicle, water tanker or delivery van.
13. A list of the Top 10 selling cars in 2025 and their overall width is provided below. The majority of these vehicles are 20cm-30cm wider than the estate tracked.

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	

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.



Number of Car Parking Spaces

14. The LHA accept the number of car parking spaces proposed by the applicant. The TS highlights that 167 car parking spaces are required by the WBC Parking Standards for the site. This equates to 108 allocated car parking spaces and 59 unallocated parking spaces including 15 visitor spaces.
15. The TS states that the development proposal provides a total of 223 parking spaces across the site (including garages):
- 112 allocated spaces;
 - 42 unallocated resident spaces;
 - 17 visitor parking spaces; and
 - 52 garage parking spaces.

Car Parking Space Dimensions / Orientation

16. The LHA require parking spaces (and garage) outside numerous plots to be pulled further forwards closer to the carriageway. This includes Plot 6, Plot 7, Plot 42, Plot 43, Plot 44, Plot 49, Plot 64, 65, Plot 66, Plot 67, Plot 69, Plot 71, Plot 73 and Plot 74.
17. These dwellings appear to have excess driveway space between their parking spaces and the proposed carriageway; which could result in residents attempting to squeeze in additional parked cars and could result in parked cars overhanging the footway.
18. Otherwise, there is space in front of spaces which could result in use as informal parking spaces (but may not be large enough for a car) and this could result in vehicles overhanging the footway and encourage higher levels of car ownership/parking.
19. Some examples are provided below:

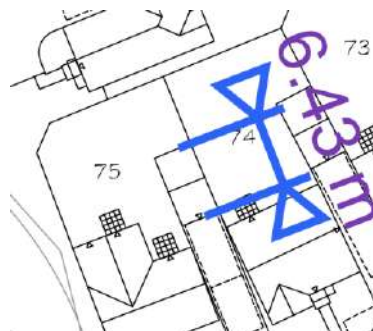


Electric Vehicle Charging

20. The TS outlines that active electric vehicle chargers will be provided for all dwellings. The LHA are satisfied that this level of provision which meets the NPPF requirement for developments to provide EV Charging and also meets the requirement of the Building Regulations Part S to provide 1 active EV Charging Point per dwelling within a development site.

Cycle Parking

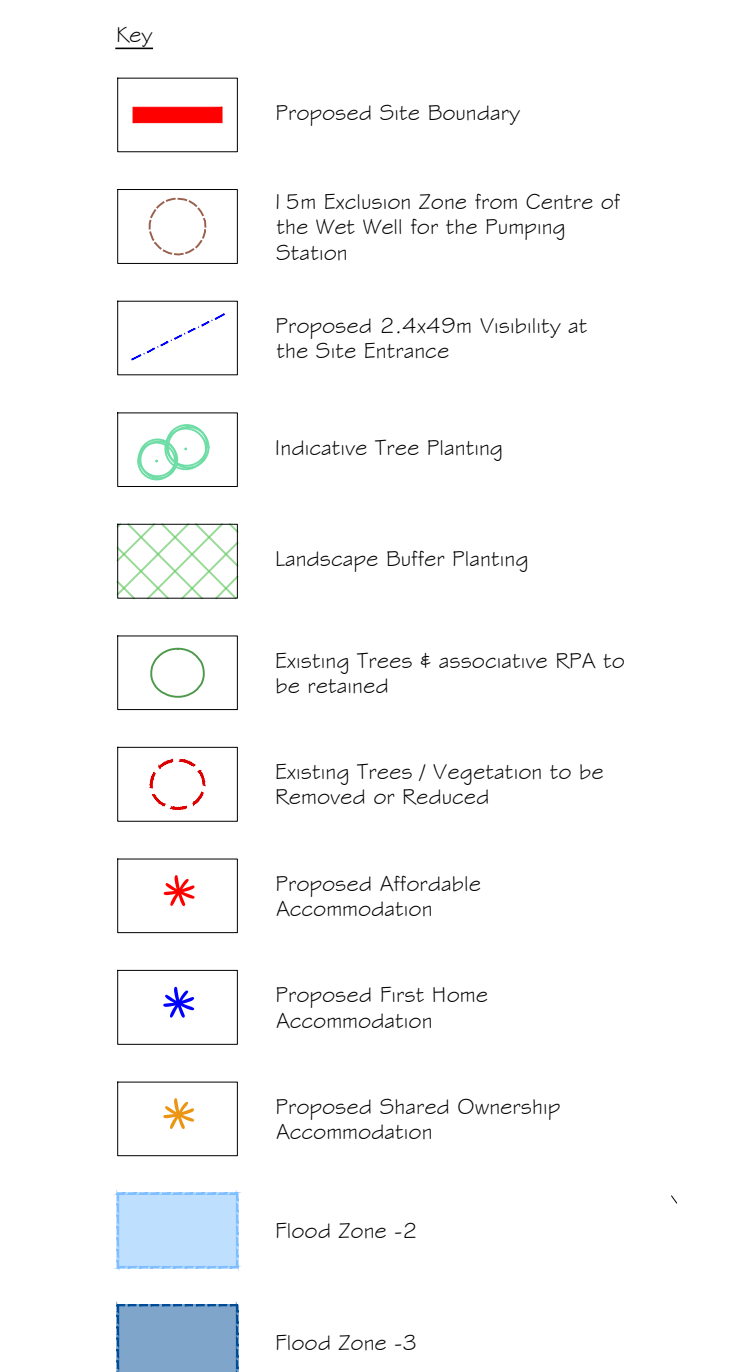
21. The LHA require amendment of the site plan to display the sheds which will be used for cycle storage. Some dwellings are displayed without a bike shed or a garage provided.
22. Garages should be enlarged to 7m x 3m. The garages appear 6.5m x 3m on the site plan which does not meet the WBC dimensions required for a garage to be considered large enough for car parking and cycle parking (WBC Parking Study 2011).



23. The TS outlines that cycle parking will be provided within the garages for each dwellings or sheds for dwellings without garages.

Date:	11.02.2026	Signed:	Ben Amey
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APPENDIX B. UPDATED SITE LAYOUT



APPENDIX C. PARKING PLAN



KEY

Site Boundary

Parking Allocation

Garage Spaces	51
Allocated Spaces	138
Visitor Spaces	13
Unallocated Resident Spaces	18
Service Spaces	2

TOTAL 222

Electric Vehicle Charging

"EVC" Point

Garden Sheds
Secured Bike Store

C	24-04-26	LAYOUT UPDATED & PLOT No's REVISED	LW
B	25-11-25	LAYOUT CHANGES	LW
A	25-11-25	LAYOUT UPDATED & PARKING No's REVISED	CT
Rev	Date	Amendment	Initials

Project:
LAND AT PARK LANE
CHARVIL
Client:
BELLWAY (THAMES VALLEY)
Drawing:
PARKING LAYOUT PLAN

Drawing no: 25.2208.3000
Rev: C

Scale@A0: 1:500 Date: NOV 2025 Drawn: EBC Checked: -

Finc Architects Ltd
61-63 New London Road | Chesham | Essex | CM8 0AD
T: +44 (0)248 933889
W: www.fincharchitects.com
E: enquiry@fincharchitects.com

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