



Boyer

11 May 2026

Our Ref: 25.1040

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Kieran Neumann
Senior Planning Officer
Wokingham Borough Council
Civic Offices
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RG40 1BN

By email: Kieran.Neumann@wokingham.gov.uk

Dear Kieran,

Re: Land to West of Park Lane, Charvil RG10 9TS (Ref. 253071)

We write on behalf of our client, Bellway Homes Ltd (Thames Valley) ('Bellway'), in relation to the above Reserved Matters application. Following the submission in December 2025, the planning application has been through a period of public consultation, during which time we have received a number of responses from both statutory and non-statutory consultees.

Having reviewed the comments and engaged with local residents, we are pleased to submit a revised package of documents, to address the consultation comments, or to provide further justification, where outstanding concerns are raised.

We are therefore pleased to enclose supplementary documents and revised drawings for the above application. We understand these will be subject to a further period of public consultation, prior to the determination of the application.

To summarise, the key amendments to the proposed development since the December 2025 submission are as follows:

- A new footpath connection to Canberra Lake Way has been added between Plots 6 and 7;
- The affordable homes (formerly Plots 7-16) have been redistributed across the scheme;
- A landscape buffer has been introduced to the rear of the gardens of homes on Canberra Lake Way; and
- Increased separation distances between the new homes and those in Canberra Lake Way – in excess of the standards set out in the Local Plan.



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In addition, and number of other amendments have been incorporated into the revised drawings, including:

- The roads have been widened and adjusted in response to the Council and consultant's advice;
- The attenuation basin, swales, and rain gardens have been amended to accommodate the updated layout;
- Speed tables have been introduced across the scheme to manage vehicle speeds;
- The footway to the side of Plot 2 and frontage of Plots 3–5 has been relocated adjacent to the road;
- An area of landscaping, which will be maintained by the management company, has been added to the side of Plot 2 and frontage of Plots 3–12 to accommodate street trees;
- An area of landscaping between the access road and front footpath has been removed;
- Plots 1 and 2 have been repositioned closer to the access road;
- The central green space has been removed to accommodate other layout changes;
- The road layout has been redesigned, with the loop road removed;
- There has been a reduction in frontage car parking, with a consequential increased of on-plot parking;
- The substation has been relocated to the northern boundary;
- Driveway lengths have been reduced at the Council's request to limit additional parking;
- Plots 26–50 have been repositioned to suit the revised layout;
- Visitor parking has been repositioned and is distributed across the scheme;
- The gardens to Plots 53–55 have increased to a minimum of 11m;
- Plots 56–60 have been rearranged;
- Plots 61–64 have been adjusted to allow for a shared driveway/garage arrangement for Plots 64 and 65; and,
- The garage between Plots 65 and 66 has been removed.

Amended Drawings and Documents

A list of the amended application drawings and documents is set out in **Tables 1 and 2**.

Table 1: Drawings for Approval

Drawing Title	Drawing Reference	Prepared By
Proposed Site Layout	25.2208.2000.P	Finc Architecture
Parking Layout Plan	25.2208.3000.D	
Storey Heights Plan	25.2208.3010.C	
Boundary Treatments Plan	25.2208.3020.D	
Materials Plan	25.2208.3030.C	
Garden Depths and Areas Plan	25.2208.3040.C	
Refuse Strategy Plan	25.2208.3050.C	
Housing Tenure Plan	25.2208.3060.D	
Housetype Distribution Plan	25.2208.3070.C	
Road Hierarchy Plan	25.2208.3100.C	



Drawing Title	Drawing Reference	Prepared By
Floor Plans Ploughwright Life	25.2208.4020.C	
Elevations Ploughwright Life	25.2208.4021.C	
Floor Plans - Cartographer Life	25.2208.4030.C	
Elevations - Cartographer Life	25.2208.4031.C	
Floor Plans - Cartographer Life V2	25.2208.4032.C	
Elevations - Cartographer Life V2	25.2208.4033.C	
Floor Plans - Walker	25.2208.4040.D	
Elevations - Walker	25.2208.4041.C	
Floor Plans - Potter	25.2208.4050.D	
Elevations - Potter	25.2208.4051.D	
Floor Plans - Scrivener	25.2208.4060.C	
Elevations - Scrivener	25.2208.4061.C	
Floor Plans - Philosopher	25.2208.4080.C	
Elevations - Philosopher	25.2208.4081.C	
Floor Plans - Weaver	25.2208.4090.D	
Elevations - Weaver	25.2208.4091.D	
Floor Plans - Watchmaker	25.2208.4100.C	
Elevations - Watchmaker	25.2208.4101.C	
Floor Plans - Draper	25.2208.4110.D	
Elevations - Draper	25.2208.4111.D	
Floor Plans - Baker Life	25.2208.4000.C	
Elevations - Baker Life	25.2208.4001.C	
Floor Plans - Tillman Life	25.2208.4010.C	
Elevations - Tillman Life	25.2208.4011.C	
Floor Plans - Tillman Life V2	25.2208.4012.A	
Elevations - Tillman Life V2	25.2208.4013.A	
Overall Landscape Masterplan	2299.1000.C	
Open Space Calculation	2299.1002.D	
Typical Tree Pit Details	2299.4000.A	
Site Layout Review - Geometry	ITS210467-GA-001F	i-Transport
Site Layout Review - Visibility	ITS210467-GA-002F	
Site Layout Review - Swept Path Analysis (Refuse Vehicle)	ITS210467-GA-003G	
Site Layout Review - Swept Path Analysis (Fire Tender, Water Tanker and Car)	ITS210467-GA-004F	
Site Layout Review - Swept Path Analysis (Car)	ITS210467-GA-005F	
Site Layout Review - Pedestrian Crossings and Pedestrian Visibility	ITS210467-GA-006F	
Site Layout Review - Parking Bay Dimensions	ITS210467-GA-007B	
Site Layout Review - Indicative Adoption Plan	ITS210467-GA-008D	
Site Layout Review - Swept Path Analysis (Refuse Vehicle / Car)	ITS210467-GA-009A	



Drawing Title	Drawing Reference	Prepared By
Site Layout Review – Swept Path Analysis (Sprinter Van / Car)	ITS210467-GA-010A	
Drainage Strategy	P25-0896 SK100 P3	Simpson Engineering
Preliminary Levels Layout	P25-0896 SK101 P3	
SuDS Construction Details	P25-0896 SK105 P3	

Table 2: Documents in support of the application

Document	Prepared by
Noise Assessment (2026) (Ref. RP01-25453-R3)	Cass Allen
Arboricultural Impact Assessment (April 2026) (Ref. 12671_AIA.001 Rev C)	Aspect Arboriculture
Arboricultural Method Assessment (April 2026) (Ref. 12671_AMS.001 Rev C)	
Supplementary Transport Note (April 2026) (Ref. SJ/PL/ITS210467-004)	i-Transport
Flood Risk Assessment & Drainage Strategy Report (April 2026) (P25-0896 Issue 2)	Simpson
Energy and Sustainability Statement (Rev 2)	AES Sustainability Consultants Ltd

Please refer to **Appendices 1 and 2** for the key statutory responses and the non-statutory responses received respectively. These appendices also set out the amendments made to address the individual comments.

The following section summarises the post-submission engagement with the Council and local residents.

Engagement with Wokingham Borough Council

Site Layout

Following the submission in December 2025, Bellway have actively engaged with the Council to address the statutory and non-statutory comments. An on-site meeting was held with the former Case Officer on 28 January 2026 to discuss the consultation responses received and the changes required to the proposed development.

Following the meeting, Bellway prepared an initial revised site layout with suggested changes which was issued to the Case Officer via email on 18 February 2026 for interim feedback. A response was received on 24 February 2026 via email with some beneficial and positive feedback. The Case Officer confirmed that the updated layout was '*much better at high level*' and that the Council were broadly supportive of the changes made.

For reference, the changes proposed in our correspondence with the Case Officer and his response, are set out in **Appendix 3**.

As you know, there was a change in Case Officer in April 2026. On 16 April 2026, Bellway confirmed, via email, that further revisions were being prepared. At the same time, your advice was also sought regarding the proposed pedestrian connection between Canberra Lake Way and the proposed development which was requested by the former Case Officer.



You provided feedback, in an email dated 16 April 2026, which confirmed the proposed connection would bring benefits to the scheme, including providing additional permeability and an opportunity for existing residents to utilise the infrastructure of the proposed development subject to the Highways Officer's comments on the revised scheme upon submission. Bellway is aware that the inclusion of this path is likely to raise concerns from a number of local residents and will welcome the opportunity to review this item in particular following the consultation in respect of the revised plans should it prove necessary.

Drainage

The consultation response from the Environment Agency (EA) was received on 7 January 2026. This raised an objection to the application due to an allegedly inadequate Flood Risk Assessment (FRA). An 'EA Designer's Response Note' (19 January 2026) prepared by Simpson, was issued to the Council on 20 January 2026, to clarify and address the outstanding issues. The EA was satisfied with the response, and the objection was withdrawn on 29 January 2026.

Highways

The consultation response from WBC Highways was received on 11 February 2026. On 4 March 2026, Boyer provided responses to the comments (No.1-2) under 'Vehicle Access' which relate to the swept paths and the amended drawings request. It was explained and reiterated that the proposed site access arrangement was not a Reserved Matter for consideration, as it had already been approved as part of the Outline planning permission (ref. 232704).

As advised by Bellway's appointed transport consultant, i-Transport, it has been established through the Outline planning permission that it is not appropriate to deliver an enlarged access junction to accommodate occasional vehicles (such as refuse vehicles) as this would encourage higher speeds. It was also demonstrated that appropriate junction visibility splays are in any case achieved, so as to enable drivers of such occasional vehicles to manoeuvre safely.

The former Case Officer responded via email on 11 March 2026 confirming that i-Transport's response was agreed in principle and there was no need to revisit this matter within the Reserved Matters application.

Engagement with Charvil Parish Council and Local Residents

Following submission, a number of comments have been provided by local residents.

Having reviewed these comments, Bellway had a meeting with Charvil Parish Council on 23 March 2026. Bellway confirmed during the meeting that they intended to make changes to the scheme, based on advice provided by the Case Officer and that there was also an opportunity to address the Parish Council's comments.

Subsequently, Bellway met with residents of Canberra Lake Way on 26 and 31 March 2026 to discuss their comments directly. The proposed amendments to the scheme have taken into account the comments raised by the residents. A synopsis of the public comments and Bellway's response is provided at **Appendix 2**.

The plan tabled during the meetings with the Parish Council and local residents incorporated a number of key changes when compared to the original submission, including:



- The re-alignment of homes to provide a back-to-back relationship to properties on the western side of Canberra Lake Way;
- The introduction of a landscape buffer between the proposed development and the properties in Canberra Lake Way; and
- The introduction of a footpath link between the proposed development and Canberra Lake Way.

Since those meetings, and as a direct response to comments raised by the local residents in particular, the plans have been updated further to increase the width of the landscape buffer, and re-distribute some of the affordable housing.

Summary

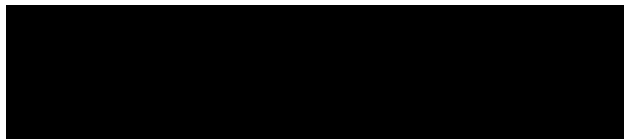
Bellway, and its appointed consultants, have carefully reviewed the consultees responses received, as well as the advice supplied by the Council and the feedback provided by the Parish Council and local community.

This has resulted in significant changes to the scheme and represents a wholly positive response to the comments raised. Bellway recognises the strength of feeling expressed by residents of Canberra Lake Way, including in respect of amenity and privacy. It has therefore sought to balance community suggestions and requests, with the statutory requirements of the Development Plan and national planning policy.

We trust the above addresses the outstanding comments or concerns raised by the consultees and we look forward to working positively with you to the early determination of the planning application. In the meantime, should you require any further information, then please do not hesitate to contact me.

Yours sincerely,

Christy Ng
Principal Planner



Appendix 1 Statutory Consultation Responses and Scheme Amendments

The proposed amendments have addressed the consultation comments which are summarised in the table below.

Consultee	Summary	Amendments made to the proposed development
Wokingham Borough Council (WBC) Drainage	No objection, subject to conditions.	No amendments required. However, due to an updated site layout, an updated Flood Risk Assessment & Drainage Strategy Report (April 2026) has been prepared by Simpson and submitted as part of the amendments pack. Drainage The strategy remains largely as the previous however the scheme is now fully drained via a positive connection to the existing drainage ditch running the eastern boundary. The small basin to west is now used for attenuation only with the introduction of a flow control downstream. The large basin to the east has been slightly reshaped / increased to provide additional storage required to account for the loss in discharge to ground. The sewer routing has been updated to suit the revised layout and there is a slight reduction to the extent of rain gardens and highway swales. • Land drains to gardens are shown where sloping towards plots to address consultee comments from WBC landscape and Trees. • Gradients have been added to basin to illustrate varying slopes to address consultee comments from WBC landscape and Trees.



Consultee	Summary	Amendments made to the proposed development
		- Headwalls are shown as coloured headwalls and key clamps have been removed with timber post and rail are shown to address consultee comments from WBC landscape and Trees. - Impermeable membranes have been added to basins as shown on the SuDS construction details to prevent groundwater ingress. Flood Risk - No changes have been made to the flood risk assessment however the additional flood maps have been added as requested and there is no impact to the flood zones within the revised design and complies with the conditions set in the no objection response. Levels - The revised scheme has assisted in reducing the extent of retaining walls as a result of the layout updates, increased garden lengths and buffer from the Camberra Way Lake gardens.
WBC Cleaner and Greener	Play Area - A play area and informal green space are proposed, but further information is required before determination. - Council preference is for NEAPs of at least 1300 sqm and LEAPs of at least 600 sqm (except in exceptional	The NEAP and LEAP areas were agreed as set out in the Section 106 agreement of the Outline planning permission (ref. 232704). It is proposed that the play area details are dealt with via conditions.



Consultee	Summary	Amendments made to the proposed development
	circumstances) to provide higher-quality play provision. • Officers seek to ensure the play area is safe, accessible, well overlooked, and designed to deter vandalism and antisocial behaviour. • The “Making Space for Girls” approach and inclusive equipment should be considered at the design stage. • The location offers potential for play provision for a wide age range; council input is recommended on layout, equipment, and tree placement. • High-quality design is expected, with details to be reviewed by the WBC Play Officer, including EN1176/EN1177 compliance, UK-based suppliers, and a range of manufacturers.	
	Street Cleansing • Officers have reviewed the Landscape Strategy and welcome collaboration at the design stage. • Further information is requested on tree species near roads and footpaths due to health, safety, encroachment, and sightline considerations. • Details of street furniture, including waste receptacles, are requested, with officers to be consulted during design development	Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C) for the plant species details. It is proposed that the locations and design of street furniture are dealt with via conditions.
	Grounds Maintenance	Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C) for the plant species details.



Consultee	Summary	Amendments made to the proposed development
	- Officers request information on planting at the base of trees due to potential maintenance issues. - Tree species should be suitable to avoid impacts on underground utilities. - Further details are requested on the design, access, and maintenance of the amenity grass area near the play space intended for informal sport, with collaboration welcomed.	
	Sport & Leisure Sport and leisure officers have reviewed the application and seek clarity on how sport and recreation needs will be met, including potential contributions to off-site facilities or improvements.	The sport and leisure contributions were agreed as set out in the Section 106 agreement of the Outline planning permission (ref. 232704).
	Waste collection and management Further information can be found here: https://www.wokingham.gov.uk/rubbish-and-recycling/waste-collection/waste-information-developers	Noted.
Active Travel England (ATE)	ATE has issued standing advice and encourages the LPA to consider the ATE Advice Notes as part of the assessment of the application.	No amendments required.
Berkshire Archaeology	No objection, subject to an additional archaeological mitigation beyond Condition 39 if works proceed as intended.	No amendments required.



Consultee	Summary	Amendments made to the proposed development
Royal Berkshire Fire and Rescue Service	No objection. - The proposals have been briefly reviewed and appear to meet basic principles of means of escape in case of fire in planning terms. - Detailed fire precautions and means of escape must comply with Building Regulations and are the responsibility of Building Control or approved inspectors.	No amendments required.
Environment Agency	Objection (already withdrawn on 29 January 2026). EA considers the submitted Flood Risk Assessment (FRA) inadequate due to the updated 2025 flood data placing the site partly in Flood Zones 2 and 3, and that the flood risk impacts of the development are unknown. The FRA also does not assess safe access, escape or emergency evacuation. EA requests a revised, site-specific FRA to be submitted using the new national flood model and appropriate climate change allowances.	An 'EA Designer's Response Note' prepared by consultancy, Simpson, dated 19 January 2026 was issued to the Council on 20 January 2026, to clarify and address the outstanding issues. The EA was satisfied with the response, and the objection was withdrawn on 29 January 2026. Due to the updated site layout, the Drainage and Flood Risk Assessment has been updated. However, there are no changes to the Flood Risk Assessment.
Thames Valley Police Design Out Crime Officer	No clear objection but recommends the applicant consults the guidance provided by Secured by Design Residential Guide 2025.	Noted.
	Relationship of development with existing residential neighbours: The proposed layout generally ensures that vulnerable rear boundaries of proposed properties are not exposed to the public realm. However, this is not the case for the existing properties to the north of the site which share rear boundaries with the northern boundary of the site.	As per previous discussions with the Case Officer, Bellway have explained that the units in the northwest will not be rearranged to be back-to-back with those on the Hawthorns (as suggested by Thames Valley Police) due to RPA constraints. The Case Officer has confirmed this is acceptable as to the



Consultee	Summary	Amendments made to the proposed development
	As has been achieved elsewhere on the site, to ensure that the vulnerable rear boundaries of neighbours are inaccessible to the public, proposed dwellings should back on to them and share their rear boundaries. If it can be demonstrated that this cannot be achieved, then information should be submitted to show that a thick, defensible landscape buffer has been provided along the northern boundary to provide additional security to the rear boundaries of existing dwellings. Boundary planting to be defensive in nature.	front to back relationship works here as the dwellings front onto the greenspace in between the dwellings. In relation to the insertion of the landscape buffer, the Case Officer has confirmed that given the indicated scale, use and access arrangement, they believe it is highly unlikely to be a hot spot for antisocial behaviour, especially with well-planned structural planting. Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C) for the proposed planting.
	Potential footpath link- It is noted that a footpath link that was proposed into Canberra Lake Way at outline stage is no longer proposed. It is not clear however how the area that had been reserved for the footpath between the two houses on Canberra Lake Way is now going to be addressed. This should be confirmed. There appears to be a potential desire line for a footpath link at the northern end of the site, linking with the entrance into Canberra Lake Way. A footpath is not proposed here. If this is not intended to be a publically accessible route, landscaped features will need to be in place to ensure that a route cannot be made, and to protect vulnerable boundaries of neighbours. If a route is considered desirable, then a formal footpath should be provided which can have appropriate features to minimise fear of crime and potential for anti-social	As per the Case Officer's advice dated 16 April 2026, the footpath has been re-inserted to the Proposed Site Layout (ref. 25.2208.2000.P).



Consultee	Summary	Amendments made to the proposed development
	behaviour. To help deter those intent on crime and anti-social behaviour the footpaths should in general terms be as straight and as wide as possible, maximising surveillance along the route and allowing people to pass with ease. Landscaping should support clear sightlines and take into consideration surveillance from the residential dwellings (incorporating visibility from active rooms) to the public realm and vice versa. In either case, the boundaries of existing dwellings should be protected with additional defensive planting.	
	Location of Substation: A substation is located to the rear of plot 25. If this is not appropriately secured it could be a target for antisocial behaviour and will expose the rear boundaries of Plot 25 and the existing house to the east. More detail of the proposed arrangements for this area (including defensive planting to protect the existing house at the end of the car park) should be provided.	The substation has been relocated to the northern boundary. Please refer to the Proposed Site Layout (ref. 25.2208.2000.P) for the amendments and the Overall Landscape Masterplan (ref. 2299.1000.C) for the proposed planting.
	Parking Allocations: All parking spaces must be allocated to avoid neighbour disputes and conflict. Where parking cannot be provided on plot, dwellings must have surveillance of their parking spaces. Parking spaces located in front of a dwelling should be allocated exclusively to that dwelling.	As above. Please refer to the proposed Adopted Plan (ref. ITS210467-GA-008).
	Surveillance of On Plot Parking Spaces: As noted above, a dwelling should have visibility over their associated car parking spaces. Where parking is provided on plot, but to the side of the associated house, the side elevation should include windows to allow surveillance. I cannot see that this	Where parking is located adjacent to the side of a dwelling, the revised proposals have incorporated additional windows and/or doors within the relevant elevations to address these concerns. These updates are shown on the individual house type drawings submitted as part of this revised submission.



Consultee	Summary	Amendments made to the proposed development
	has been provided for any of the plots with parking to the side of houses and should be addressed.	Where additional windows are needed, they are identified in the table within each drawing.
	Boundary treatment: The proposed treatment of residential boundaries as shown on the Boundary Treatment Plan appear generally appropriate, with 1.8m brick boundary walls proposed on exposed side boundaries to provide a more robust boundary to the public realm than timber fencing. With this in mind, it appears that the boundary of plot 75 should also be brick. Generally, for any side (or rear) boundaries exposed to the public realm (and for any dwelling with a side elevation directly adjacent to the public realm), defensive planting should be provided in addition to the brick wall to provide an additional layer of security.	The boundary of plot 75 has been amended to brick. Please refer to the Boundary Treatments Plan (ref. 25.2208.3020.C) for the amendments and the Overall Landscape Masterplan (ref. 2299.1000.C) for the proposed planting.
	Open space: From the submitted information, I am unable to determine if appropriate landscaping or boundary treatment around the public open space has been provided to prevent unauthorised vehicle incursion.	There are timber knee rail and planting proposed along the northwestern edge of the SuDS basin with marginal and reed planting. There are also trees proposed on the northern edge of the public open space to prevent unauthorised vehicle incursion. Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C) for details.
WBC Landscape and Trees	No objection subject to conditions. Landscape Masterplan (Ref. 2299.1001) Attractive but unclear due to similar colours; lacks clarity and is not enforceable.	The colours on the Overall Landscape Masterplan (ref. 2299.1000.C) have been amended as requested. The LEAP has been repositioned suitably central to the public open space and away from the Ancient Woodland. Additionally, a fence has been proposed along the Ancient Woodland buffer offset to further protect the Ancient Woodland. Please refer to the



Consultee	Summary	Amendments made to the proposed development
	- Internal landscape acceptable in principle, subject to detailed design, landscape and conditions. - Needs detailed 1:200 plans showing planting, sizes, activities, and aftercare. - Concern over proximity of LEAP to Ancient Woodland Tree planting pits near highways require robust design to prevent compromise to the highway; planting pit details should be submitted as part of the landscape condition. Large or vigorous shrubs should not be planted within or where they can encroach into sightlines.	Overall Landscape Masterplan (ref. 2299.1000.C) for the amendments made. Typical Tree Pit Details (ref. 2299.4000.A) have been submitted as requested.
	Open Space Provision Plan (Ref. 2299.1002) Typology acceptable; no sports pitches or allotments proposed and presumed off-site contributions will be acceptable.	Please refer to the Open Space Calculation (ref. 2299.1002.D) for the amendments made.
	Indicative Adoption Plan (Ref. 994) Relates only to highways; no external realm areas offered for adoption by WBC or local Parish Council, which is acceptable.	Please refer to the Indicative Adoption Plan (ref. ITS210467-GA-008D) for the amendments made.
	Boundary Plan (Ref. 25.2208/3020 Rev B) Minimal use of brick walls and a reliance on timber fencing; insufficient detail on brick walls and boundary treatments. More detail for gateposts, piers, caps or copestone and bonds required.	Please refer to the Boundary Treatments Plan (ref. 25.2208.3020.C) for the amendments made.



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	- A plain wall of stretcher bond with no vertical or horizontal articulation is not appropriate. - Narrow rear garden access for some townhouses is impractical (e.g. Units 10, 13, 22 and 27) - Unusual boundary to the north-east and interface with Canberra Lake Way and question if there is an opportunity to rationalise this to avoid future maintenance or ownership issues. - No boundary details associated with the Ancient Woodland.	
	Arboricultural Impact Assessment - Generally sound with minimal arboricultural impact identified. - Concern over partial reference to Natural England's standing advice on Ancient Woodland, and the 15m buffer is considered insufficient, especially due to LEAP. The distance between the LEAP and the edge of the Ancient Woodland is at 18 to 19m. - LEAP should be relocated or woodland edge reinforced with fencing and robust planting that is less sensitive to play pressures.	The LEAP has been repositioned suitably central to the public open space and away from the Ancient Woodland. Please refer to the Arboricultural Impact Assessment (April 2026) (Ref. 12671_AIA.001 Rev C) and Arboricultural Method Assessment (April 2026) (Ref. 12671_AMS.001 Rev C) for details.
	Levels & Drainage	Land drains are shown where garden slopes towards plots.



Consultee	Summary	Amendments made to the proposed development
	• Garden slopes direct runoff toward houses with no infiltration drains or more active forms of drainage to collect and direct run-off for extreme events. • Drainage basins lack visual variety and ecological enhancement. Greater slope variety should be provided to make the basins more attractive features in the layout. • The southern facing slope is often better set as a shallower slope to maximise the basins' quality for warmth loving invertebrates. • Basin headwalls need higher-quality finishes than concrete with key clamp protective fencing. • Tree planting and access around basins may cause issues for maintenance or mowing, and should be retreated to a sufficient distance to allow access for machinery. • No access way into the basin for machinery which will cause management issues.	• Basin provides a wide range of varying slopes along with deepened treatment pool, low flow channel and shallow area. • Southern facing slope is set to 1 in 3 due to the flood zone constraints and 1 in 4 better suited to the development side from a health and safety perspective. • Basin headwalls are now shown to comprise of coloured concrete headwalls to provide a more aesthetically pleasing approach and steel key clamp railings have been replaced with timber post and rail. • Access to the basin is provided through the shallow section to the western edge with a 1m level area to the top of the basin is also provided for which trees would not be located within. Please refer to the updated Flood Risk Assessment & Drainage Strategy Report (April 2026) and submitted drawings for details, including Drainage Strategy (ref. P25-0896 SK100 P3), Preliminary Levels Layout (ref. P25-0896 SK101 P3) and SuDS Construction Details (ref. P25-0896 SK105 P3).
WBC Highways	The Local Highway Authority (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	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



Consultee	Summary	Amendments made to the proposed development
	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.	that appropriate junction visibility splays are achieved which will enable to drivers of such occasional vehicles to manoeuvre safely when there are suitable gaps. As set out earlier in this letter, the former Case Officer has agreed that i-Transport's response was acceptable in principle and there was no need to revisit this matter within the Reserved Matters application.
	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.
	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.
	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.
	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	The updated site layout incorporates raised tables throughout the site layout as traffic calming measures.



Consultee	Summary	Amendments made to the proposed development
	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.	
	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.
	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.
	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.
	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.
	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



Consultee	Summary	Amendments made to the proposed development
		larger than a water tanker so a water tanker has not been analysed.
	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.
	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.
	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.	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.
	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	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 of the Supplementary Transport Note



Consultee	Summary	Amendments made to the proposed development
	car parking spaces and 59 unallocated parking spaces including 15 visitor spaces.	(April 2026) prepared by i-Transport.
	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.	
	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.
	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.	
	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.	
	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	Noted.



Consultee	Summary	Amendments made to the proposed development
	Regulations Part S to provide 1 active EV Charging Point per dwelling within a development site.	
	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 of the Supplementary Transport Note prepared by i-Transport.
	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.
	The TS outlines that cycle parking will be provided within the garages for each dwellings or sheds for dwellings without garages.	Agreed. As above.
WBC Economic Prosperity and Place	No objection subject to conditions.	No amendments required.
WBC Green Infrastructure	Parks and Public Gardens Typology - Southeast open space should meet “parks and public gardens” standards per MDD DPD Policy TB08. Required features include: - Paths should be flexipave (or similar) rather than mown or self-binding gravel. - Ornamental planting, either in beds or raised planters.	The open space provision was agreed as set out in the Section 106 agreement of the Outline planning permission (ref. 232704). Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C). It is proposed that the details of furniture will be dealt with via conditions.



Consultee	Summary	Amendments made to the proposed development
	Provision of bin(s) and benches. Inclusion of a more formal area of tree planting, preferably fruit trees that can double as a small community orchard. Current landscape masterplan does not meet these standards.	
	Play Provision - Need for facilities for older children noted by planning officers and parish council. - Discussions had included a “pump track” instead of a LEAP; reason for current choice unclear. - Play areas should be located away from the ancient woodland buffer to reduce impact.	The play area has been located away from the ancient woodland buffer.
	Open Space Encroachment - Visitor parking bays encroach on open spaces, especially near the southeastern play area; these bays should be removed. - Pumping station should be relocated to a less obvious area.	Native hedgerow and scrub mix planting will be planted around the pumping station. It is proposed that the materials of the pumping station are dealt with via a condition.
	Northern Open Space Proposed mown path is unlikely to be used as it doesn’t connect areas; better used as visual amenity with increased planting.	Please refer to the Overall Landscape Masterplan (ref. 2299.1000.C) for the amendments made.
	Allotments	Noted.



Consultee	Summary	Amendments made to the proposed development
	No on-site allotments proposed; financial contribution required as per Section 106 agreement.	
	Landscaping Detail & Section 106 Requirements - Play Area Detailed Specification and Management Plan, and Open Space Detailed Specification and Management Plan, have not been submitted. - Detailed hard and soft landscaping plans needed, including: - Planting plans with species. - Play equipment type and layout. - Location/design of benches, bins, and other features.	It is proposed the hard and soft landscaping details are dealt with via a condition.
	SuDS Basins Current uniform 1:3 slopes; opportunity to improve ecological and visual interest with varied slopes, especially longer, shallower southern-facing slopes.	Gradients have been added to the basin to illustrate varying slopes.
	Overall Open Space Design - Current layout does not encourage use; paths are disconnected and unlikely to be used. - Need to reconsider layout to make paths and open spaces more attractive and functional.	Please refer to the Proposed Site Layout (ref. 25.2208.2000.P) and Open Space Calculation (ref. 2299.1002.D) for the amendments made.
WBC Ecology	Biodiversity Net Gain In-depth BNG Assessment provided.	The ecology details are being updated and will follow.



Consultee	Summary	Amendments made to the proposed development
	• Mown pathways in southern open space should be reclassified as modified grassland and assigned poor condition due to high recreational use. • Proposed lowland mixed deciduous woodland unlikely to reach target condition in 30 years because of soil differences; recommend Other Woodland: broadleaved instead. • Moderate condition can be achieved for the individual trees. • HMMP/LEMP should detail woodland management, protection from browsing, and development of age classes. • A Biodiversity Gain Plan is required; on-site BNG cannot deliver the 10% net gain, therefore the Gain Plan must confirm how off-site BNG units will be secured. Approval of this plan is required before commencement. • 30-year management and monitoring must be secured via planning obligation.	
	Protected Species • Bats: high foraging potential. • No further bat activity or roost surveys are required at this stage. Further detail is required on the form of a full lighting plan as per Condition 42 of the Outline planning permission. Recommend the mitigation measures identified within the PEA are incorporated	The ecology details are being updated and will follow.



Consultee	Summary	Amendments made to the proposed development
	into and secured through the outstanding lighting plan. • Reptiles: Key reptile site; mitigation strategy accepted. • Badgers: suitable habitat present; due to high mobility of badgers, an updated badger survey will be required if construction does not commence within 12 months of the last survey.	
	Biodiversity Enhancement • Measures include bat/bird boxes, hedgehog highways, bee bricks, reptile hibernacula, and invertebrate hotels. • Enhancement outlined in the PEA are welcomed. • Ecological Permeability Plan still required under Condition 43 of the Outline planning permission.	The ecology details are being updated and will follow.
	Condition required: • A Habitat Management and Monitoring Plan (Updated version of a LEMP) must be submitted and approved before development.	Noted.
WBC Environmental Health	No objection.	No amendments required.



Appendix 2 Non-statutory Responses and Scheme Amendments

A summary of the non-statutory comments and Bellway's responses are set out in the table below.

Topics	Concern	Response
Absence of a landscape buffer / confusion around 'approved drawings'	Residents of Canberra Lake Way (CLW) raised concerns about the absence of the landscape buffer as previously indicated on the illustrative masterplan (and other drawings) submitted in support of the Outline planning application (ref. 232704), resulting in loss of privacy and amenity for the existing residents of CLW. They argue this is non-compliance with the Outline planning permission.	The Appeal Decision associated with the planning permission for the CLW scheme (ref. (APP/X0360/W/15/3130829) indicates that landscaping was proposed and that the detailed landscape scheme (as circulated by the resident) was acknowledged by the Council and the Appeal Inspector. However, these were submitted as part of the original application which was refused before the appeal was subsequently allowed. It does not appear that these drawings were approved under Schedule 1 of the Appeal Decision. Therefore, these landscape drawings were never approved and they are not binding. In addition, in relation to the approved site layout drawings (refs. 1978.01B and 1978.01BE) and latest approved site layout (ref. 1978.01G) under a Section 73 application in 2021 (ref. 213160), these layouts were drawn in an unclear way as to the precise nature and extent of any landscape buffer. It is certainly not fully consistent with the detailed landscape plans that were not approved in the appeal. The amendments under the aforementioned Section 73 application do not relate to landscaping. However, the revised layout is likely what was then implemented for the CLW scheme. The section 73 application decision notice includes a planning condition in relation to landscaping (15), as set out below: <i>'All hard and soft landscape works shall be carried out in accordance with the approved details prior to the occupation of any part of the</i>



Topics	Concern	Response
		<i>development or in accordance with a timetable approved in writing by the local planning authority. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced in the next planting season with others of species, size and number as originally approved and permanently retained'.</i> This condition does not require discharging/details to be submitted. No evidence found in the public domain suggest this condition has been discharged either. In summary, while the landscape buffer was supported by the Appeal Inspector, it was never formally approved, and therefore there is not a legal binding requirement for any developer to implement the buffer. Despite the absence of a legal requirement to provide the landscape buffer, Bellway are committed to working with residents on the proposed scheme to ensure their concerns are taken into consideration. Having reviewed the consultation responses and met with the residents, Bellway understand and acknowledge the residents' concerns about loss of privacy and amenity. As such, the revised scheme has included a landscape buffer between the CLW scheme and the proposed development at Park Lane, as demonstrated on the Proposed Site Layout (ref. 25.2208.2000.P).
Concentrated affordable homes	The affordable homes are clustered along the back of the existing development on CLW and are not distributed evenly across the site.	The affordable housing (Plots 7-16) have been redistributed across the site in the revised scheme. Please refer to the Proposed Site Layout (ref. 25.2208.2000.P).



Topics	Concern	Response
Loss of privacy and overlooking	The proposed houses are located directly around the existing houses on CLW, and failing to meet the minimum separation distance requirement, therefore resulting in a lack of privacy for CLW residents.	The revised scheme is compliant with the WBC Borough Design Guide SPD (2012) which requires the minimum garden depth to be 11m, which has been implemented (and exceeded) in the revised scheme, as demonstrated on the Proposed Site Layout (ref. 25.2208.2000.P).
Absence of pedestrian crossing on Park Lane	The removal of the pedestrian crossing on Park Lane as indicated previously in the Outline planning permission (ref. 232704).	The pedestrian crossing is in relation to the section 278 matter which has been dealt with separately to this planning application (ref. 253071). However, to provide clarity, the pedestrian crossing has been added to the Proposed Site Layout (25.2208.2000.P).
Insufficient parking provision and increased traffic	Public consultees are concerned about increased traffic generated by the proposed development and insufficient parking provision, resulting in overspilling into neighbouring roads and safety issues.	The parking provision within the updated layout comprises 138 allocated spaces, 16 unallocated spaces, 13 visitor spaces, 51 garage spaces and 2 services spaces, which is compliant with policy. Please refer to the Supplementary Transport Note prepared by i-Transport for details.
Substantial departure from the approved planning permission	A number of consultees argue that the proposed development is a substantial departure from the approved Outline planning permission.	The Outline planning permission (ref. 232704) was approved for <i>'Outline application for the proposed erection of up to 75 dwellings with only access to be considered via Park Lane. Appearance, Landscaping, Layout and Scale to be matters reserved'</i>. It is important to note that only the principle of residential development and the details for access were approved under the Outline planning permission, whereas appearance, landscaping, layout and scale were not approved previously. These details are only proposed in this Reserved Matters application which is pending determination. Therefore, there is not a departure from the original approved scheme because all details except access were not approved within the Outline planning permission.



Topics	Concern	Response
Location of substation	Some residents have raised that the proposed location of a 4.3m high electrical substation backing onto properties 24 and 25 Canberra Lake Way is unacceptable.	The substation has been relocated in the revised scheme. Please refer to the Proposed Site Layout (ref. 25.2208.2000.P).



Appendix 3 Suggested Amendments and Interim Feedback from WBC

Boyer's email dated 17 February 2026 set out the following suggested changes to the proposed development:

- A landscape buffer to the rear of Canberra Lake Way (CLW) has been established. A planted buffer has been incorporated to provide a softer, greener edge and enhance the relationship between our development and existing residents. Bellway envisage this being gated and maintained by the ManCo, with access for maintenance only. This would have a minimum width of approximately 2.5m.
- The open space within the western part of the site, has been removed. This allows for improved garden sizes and more useable amenity for residents.
- Plots 7- 8, and 13-14, have been rotated to break up uniformity in the street scene, with parking relocated from the front of properties to the side to encourage a more active frontage.
- Where possible, plots have been redesigned so that parking sits to the side of homes rather than in front, enhancing streetscape quality.
- The arrangement around plot 23 (previously a parking court) has been reorganised to allow the introduction of a landscape buffer. Properties now front the road.
- This has led to affordable homes being repositioned across the street, these properties now front the road, while maintaining the approved mix.
- Creation of a tree lined avenue.
- Insertion of the pedestrian link into CLW. Improving permeability and walking connections with the existing community.

Benjamin Hindle responded on 24 February 2026 via email and confirmed the feedback on the updated layout as follows:

- Pumping station – Not in an ideal location visually as previously communicated. It is detached from built form within open landscaped area and could appear as an eyesore. Potential fixes could be heavy landscaped buffering + natural cladding.
- Substation – Potentially relocate this to the northwestern boundary of the site within the buffer (but maintenance access could still be afforded north of plot 27 – We would be grateful if this could please be predominantly of multi-brick construction with powder coated louvres.
- The semi-detached dwellings along linear arterial route should resemble irregular detached dwellings in elevational form/ design. We would be grateful if these could be of similar appearance to the detached market dwellings on site (potentially similar to plot 5 with respect to its footprint).
- Tenure of plots 7-14 and 17-20 should be alternated with some market housing.
- Investigate linking the green buffer through the side of Plot 1 to connect the green buffer. This would provide some additional ecological permeability from Park Lane.



- Plot 34 must be bookended – Further details on relationship between plot 34 and 35 would be useful, as the indicative plan looks spatially contrived. Potentially look into replicating form seen on plots 52 and 53.
- Plots 35 and 36 must be brought forward to align with plot 37, or an alternative suggested.
- Marginally shorten the north-west perimeter block – Please consider using this space to introduce landscaped verges and more street trees either side of the roadway to create protected pedestrian access. To retain a semi-rural feel, a green link of verges with structural tree planting throughout the development would be positive. This is seen positively along parts of the North Wokingham Distributor Road and there is no reason why a condensed version of this could not be provided.
- Plots 65 and 66 need to be amended – We note a circa 30 metre gap between dwellings which retains negative ‘floating garage’ feature in the street scene.
- It is important that these dwellings are architecturally informed by the surrounding vernacular not only in their bulk and material but detailing also. Updated elevations are expected to utilise similar detailing seen at CLW.

