

PLANNING REF : 253071  
PROPERTY ADDRESS : 103 The Hawthorns  
: Charvil, Reading  
: RG10 9TT  
SUBMITTED BY : Mr Alan Simpson  
DATE SUBMITTED : 19/01/2026

COMMENTS:

I object to this application for the following reasons  
Notwithstanding the conditions already in place from application 232704 which should remain in place I have the following specific objections pertaining to 253071.  
It appears the plans are drawn up as a desktop exercise with no consultation, little or no consideration of the locale, existing properties, and the general look and feel of Charvil. The key objections being

1. Infrastructure Strain: The proposed development, consisting of 75 housing units, raises concerns about the strain it will place on existing infrastructure, including roads, schools, doctor surgeries and utilities. The increased traffic and demand for services will lead to congestion and decreased quality of life for current and future residents.

2. Rail Station Capacity: Twyford rail station is a vital transportation hub for our community, and the additional influx of residents from the proposed development will add to the current issues with the station's parking capacity. There is further issue in providing sustainable safe walking and cycling routes from Charvil to avoid the current suboptimal commuting experience for current and new residents alike.

3. Local Development Core Strategy: As it stands today, I simply cannot see how the application complies with WBC Core Strategy - will help ensure that this development is high quality, is accommodated in the best way possible, securing vital infrastructure - roads, schools, health centres and community facilities that are fit for the 21st century.

4. Sustainability: The designs do not commit to rooftop solar, though the sustainability statement does confirm they could be appropriate but arguing for the limited use of green and sustainable technology - there are examples all over the borough where this technology is viable and been deployed commercially so no reason why this development should be exempt. This is not in line with the emerging local plan, which requires developments to deliver at least the amount of electricity they are expected to consume, and I question whether this is line with the applicable Future Homes Standards. I also welcome the provision of EV charging points, including to serve the unallocated parking places, though question how these will be connected and electricity used paid for.

5. Housing mix and distribution: There is a significant change in housing mix since the outline plans with increase in 5 beds from 11 to 21 combined with a reduction of 3 bed from 23 to 12. This is at odds with the draft Charvil Neighbourhood Plan which highlights the need for 2- and 3-bedroom homes in the village, specifically to retain a sustainable community with local people getting onto the housing ladder and to potentially downsize while remaining with in the

community. Shared ownership and affordable housing have been clumped together in one side of the development, rather than a mix of housing sizes and tenures throughout completely at odds with the current mix and distribution in Charvil. This change in mix also increases the number of people in this new development by at least 10% requiring many of the original design assumptions and calculations to be revisited and reconsidered.

6. Impact on neighbouring residents: While a significant landscape buffer has been provided between the new development and The Hawthorns, gardens are proposed right up to the boundary with Canberra Lake Way. This is a major departure from the outline plans and in conflict with a planted buffer that formed part of the original plans for Canberra Lake Way, and is in conflict with the vision sold to residents buying into CLW in 2021. Irrespective of this commitment to deliver a landscape buffer, absolute minimum back-to-back distances appear to have been proposed between houses, which given the scale of the site is entirely unnecessary and unneighbourly. These distances and lack of committed buffer show a complete lack of empathy for what was an integrated design for the entire area. The increased density and packing of houses to the north of the site implies that a future application will be made to develop on the south - this cannot be allowed to happen so a restriction and or covenant must be a condition of any approval.

7. Higher Parking space density: A number of the parking places are only 2.5m wide, which is the MINIMUM recommended size in car parks, it is noted that the minimum recommendation for EV spaces is 2.8m wide to allow for charging. 52/225 spaces are in garages - we know that these are very rarely actually used for car storage, placing greater

pressure on unallocated spaces or parking on streets. All garage spaces are behind other car parking spaces, 37/112 allocated non-garage spaces, are behind another space. In general, tandem parking is also much less likely to be usable for residents resulting in significant increase in on street parking creating an unsightly, congested and complex street environment

8. The previous crossing of Park Lane included at Outline is still a condition, but this is not included in the current application and would reiterate the importance of slowing the traffic down with two one way prioritised restrictions Between access to this site and the roundabout connecting Hawthorns and East Park Farm Drive and a new zebra crossing to link the new development to the facilities at East Park Farm, the rest of the village, and the Primary School.

9. Lack of consultation: The design and access statement mentions consultation, but this is only in relation to the outline plans and no consultation has taken place by Bellway or their agents as the new owners/developers. There are major differences between the Outline plans and these current proposals, none of which are in line with

feedback received during the previous consultation and represent a significant step backwards in creating a coherent, sustainable addition to the village.