

PLANNING REF : 252782
PROPERTY ADDRESS : 1 Park Lamne
: Charvil, Reading, Berkshire
: RG10 9TR
SUBMITTED BY : Mr Douglas Caiger
DATE SUBMITTED : 28/11/2025

COMMENTS:

OBJECTION TO PROPOSED DEVELOPMENT

I am writing to formally object to the above planning application for the demolition of two existing buildings and a garage and the change of use from service station to a fuel oil storage and distribution facility at Grove Service Station, Old Bath Road, Charvil.

This objection is made on the grounds of severe and unacceptable traffic impact that would result from the proposed development, which fails to adequately address the cumulative impact on an already constrained local road network.

GROUND'S FOR OBJECTION

1. CRITICAL DISCREPANCY IN TRAFFIC ASSESSMENT

The submitted Transport Assessment contains a fundamental flaw in its traffic movement projections. The document presents asymmetrical arrival and departure figures that fail to balance:

Weekday Peak Hours (Table 5-3):

AM Peak (06:00-07:00): 21 arrivals vs 17 departures

PM Peak (17:00-18:00): 11 arrivals vs 5 departures

Late AM (00:00-01:00): 0 arrivals vs 2 departures

This renders the assessment fundamentally unreliable.

2. 24-HOUR OPERATIONS AND RESIDENTIAL AMENITY

Operations confirmed 24/7:

Monday-Friday: 5am-6pm plus late-night movements

Saturday: 5am-2pm

Sunday: 6am-4pm

Plus additional night deliveries due to delays (para 3.15)

Unacceptable impacts: continuous HGV noise, 15.2m vehicles, emissions, light pollution.

3. CUMULATIVE HGV IMPACT

Proposed: 132 daily movements including 44-tonne articulated HGVs

Existing nearby: ABS (20+ HGVs), Bells, Two Tone, TTC Distribution

Total: 100+ HGV movements on 0.2-mile constrained road section - NO cumulative assessment provided.

4. INADEQUATE VISIBILITY SPLAYS

Required: 4.5m x 53.5m

Achieved east: 4.5m x 27m (50% deficit)

85th percentile speeds: 36mph (near 40mph limit)

Sub-standard for 15.2m HGVs with 24-hour operations

5. COLLISION HISTORY

Two collisions 2019-2023 including serious injury (right-turn collision - exact HGV manoeuvre proposed).

6. INADEQUATE ROAD INFRASTRUCTURE

Current traffic (ATC survey): 92% cars, 5% LGVs, 2% HGVs, 0% large HGVs

Proposed: Fundamental change introducing 44-tonne articulated vehicles to road with negligible HGV traffic.

7. ROUTING THROUGH CHARVIL

All 132 daily movements routed through village center past primary school.

8. MISLEADING COMPARISON

Extant use comparison invalid:

Extant: cars during business hours (site vacant "for some time")

Proposed: 44-tonne HGVs, 24/7 operations

True baseline: ZERO vs. 132+ daily movements

9. NPPF POLICY FAILURE

NPPF para 116 tests MET:

Unacceptable highway safety impact (sub-standard visibility, collisions, inadequate infrastructure)

Severe cumulative impacts (100+ HGVs, no assessment, no mitigation)

CONCLUSION

REFUSAL REQUESTED on grounds of:

Unacceptable highway safety impact

Severe cumulative road network impacts

Unacceptable residential amenity harm

Unreliable traffic assessment

Inappropriate location (should be on strategic road network)

Fails NPPF para 116 and WBC policies CP6, CC07.