

PLANNING REF : 252138
PROPERTY ADDRESS : 21
: 21 Appleton Way, Shinfield, Berkshire
: RG2 9RN
SUBMITTED BY : Mr Kevin Cassar
DATE SUBMITTED : 02/11/2025

COMMENTS:

Having read the air quality control assesent document, I have serious concerns about the robustness of the analysis and assumptions. Details below:

Section 3.15 - sensitivity is only assessed for a region of 20m. Scientific studies show that PM2.5 remain airborne for a long period and can travel more than that. In addition NOx and volatile organic carbons (VOC) travel more than 20m. Considering that there are houses e.g. Appleton way adjacent to the site, the radius of sensitivity of inclusion as stated in section 3.15 is not sufficient.

Section 4.11 - there are no base measures for PM10, PM2.5 and no mention or consideration of VOC. The air quality study is therefore incomplete.

To point out the importance of PM2.5 and VOC, the former could irritate lungs leading to potential cancer. VOC result from combustion of fossil fuels such as diesel and petrol. Some VOCs such as benzene have been linked through scientific studies to cause leukemia. Diesel engines such as the machinery used for construction will emit benzene and other VOC.

Without analysis of these gases the construction could be exposing residents to extremely harmful gases.

The World Health Organisation (WHO) has set out specific maximum limits for these gases.

Section 5.8 - Although a traffic model is mentioned (WBSTM), later there is acknowledgement that no dynamic modelling is used because the traffic impact from additional 210 units (houses) is only foreseen to impact one road.

I disagree with this statement for the below reason:

Assuming an average of 1.5 cars per house, the proposed 210 units will result in 315 additional cars.

Most of existing cars in the neighbourhood leave Shinfield through Hyde End road, which is a single lane, 30 mph road.

Traffic on this road travels at a slower speed during school days.

Adding additional traffic (up to 310 cars) due to adding new houses from the proposed development will lead to additional congestion.

Proper dynamic graph modelling techniques are required to assess the traffic impact.

High traffic congestion will lead to longer car engines run time, which means more burning of fossil fuels, leading to higher NOx and VOC.

Based on the above, in my view, the air quality control assessment has got significant deficiencies and is not fit for purpose.

A detailed dynamic traffic modelling is required.

Full analysis of ALL harmful particles and gases are required. This includes but not limited to PM2.5, PM10, Volatile organic carbons and Ozone.