

PLANNING REF : 252782  
PROPERTY ADDRESS : Wenlock Edge  
: Reading, Berkshire  
: RG10 9QG  
SUBMITTED BY : Mr David Lambton  
DATE SUBMITTED : 08/12/2025

COMMENTS:

I wish to formally object to planning application 252782 for the proposed fuel storage and distribution depot at the former Prince Brothers service station on Old Bath Road, Charvil.

1. Unacceptable proximity to the Old River, Loddon, Charvil Country Park and the lakes

The site is immediately adjacent to Charvil Country Park, a highly valued public green space supporting otters, deer, bats, amphibians, fish and extensive aquatic, bird and plant life.

The proposal is fundamentally incompatible with the park's purpose as a wildlife reserve and recreational area.

Noise, lighting, fumes and industrial activity would erode the tranquillity and natural character of the park, discouraging visitors, anglers and local families.

Claims of biodiversity "net gain" via planting a handful of trees and shrubs are wholly inadequate compared to the ecological risk created by storing nearly 1 million litres of fuel on the edge of a nature reserve. This will in no way mitigate the environmental risks

highlighted.

When Speedy Fuels started to use the site last winter, the smell of fumes was very unpleasant and it was not pleasurable walking around the lakes and park.

2. Serious pollution and flood-risk concerns: high likelihood of catastrophic environmental damage

The site lies within a known floodplain and is regularly affected by significant flood events. Recent winters have seen repeated flooding, including water reaching the site boundary.

WBC reports following the 2014 flood stated that the site was underwater, and anecdotal reports of interior flooding. Similar water levels were observed in 2024.

Storing diesel, kerosene and other hydrocarbons in this location presents an unacceptable contamination risk to:

The Old River Loddon

Canberra Lake and the country park lakes

The River Thames downstream

Local soil and groundwater

If a spill or tank failure occurred during flooding, containment would be impossible. Fuel would spread rapidly through saturated ground and watercourses, causing long-term, potentially irreversible ecological damage.

Given climate change and the increasing frequency and intensity of flooding, the risk cannot be considered manageable or worth taking.

3. Public health and safety risks

Publicised cases of fuel leaks from storage tanks (most notably Bramley, Surrey) have demonstrated the public health risks and resulting consequences, including but not limited to contaminated water, underground explosion risk and fumes, all of which negatively

impacted life for residents and local businesses. These risks would be ever present with fuel storage depot operations and not ones which should be taken in Charvil and Twyford.

#### Site access and operational safety:

Access to the site is not suitable for such large vehicles, the junction access to the site does not meet the required safe sight-lines as set out in national standards because of the road's bend.

The wider area already struggles with heavy vehicles from Denmark House, where articulated lorries are frequently parked hazardously both on the road and pavement. There should be road restrictions marked out here to prevent this.

Introducing more HGVs exacerbates existing road obstructions and safety issues.

Tankers turning across both carriageways, as was observed when Speedy Fuels were operating in December 2024, in close proximity to the bend raises serious risk of collision.

#### 4. Fire Risk

Fuel Storage and Distribution is a Hazardous Operation (DSEAR 2002 & Oil Storage Regulations 2001) The proposed development involves the storage and handling of flammable or combustible fuels and is therefore regulated by: Dangerous Substances and Explosive Atmospheres Regulations 2002 (DSEAR) and Control of Pollution (Oil Storage)

(England) Regulations 2001. These statutory controls confirm the site is independently hazardous even before considering neighbouring risks. In addition, the neighbouring site usage provides additional hazards and risks which cannot be ignored and further support the sites unsuitability for fuel storage operations; The submission only considers the hazards within its own site boundary. It excludes any reference to the neighbouring premises, a tyre storage and distribution facility that adjoins the site at the boundary line. The National Planning Policy Framework (NPPF) requires decision-makers to: "Avoid development that could create unacceptable risks to public safety" (NPPF 97) and Consider "cumulative effects arising from new development" (NPPF 174). By failing to address the adjoining high-risk use, the submission does not provide the LPA with the information needed to assess cumulative fire and safety risk as required under the NPPF.

Tyre Storage Recognised as a High-Risk Use (Environmental Permitting Regulations & Fire Prevention Guidance). The neighbouring tyre warehouse is recognised as a high-risk operation under: Environmental Permitting (England and Wales) Regulations 2016, Environment Agency Fire Prevention Plan Guidance (2018) and National Fire Chiefs Council (NFCC) Waste and Recycling Fires Framework (2017-2023). This

establishes that the neighbouring facility is not a general commercial use but a statutory high-risk environment.

Lack of combined risk assessment and Interaction with neighbouring land uses. A hazard arising from two high-risk premises operating side-by-side is clearly a "material consideration". The absence of cross-boundary assessment represents a failure of the applicant to provide information necessary for lawful decision-making. Where risks may impact people outside the premises, "responsible persons" must take reasonable steps to cooperate. There is no evidence in the

proposal of any cooperation or joint risk consideration between the proposed fuel site and/or from Speedy Fuels and the existing tyre

warehouse, despite both premises posing cross-boundary hazards.

## 5. Highway safety, traffic generation and unsuitable road infrastructure

This proposal would significantly increase the number of heavy vehicles on Old Bath Road, which already has limited visibility and a narrow footpath. The predicted weekly movements include:

- 59 x 44-tonne articulated tankers (Mon-Fri)
- 73 x cars/vans (Mon-Fri)
- Additional movements at weekends

This is wholly incompatible with a semi-rural residential road used by walkers, cyclists, commuters and schoolchildren. In addition, the road infrastructure is not built for this volume of HGV movements and it is highly likely the road will suffer increased and faster degradation as a result, despite recent resurfacing.

Road safety impacts for cyclists and pedestrians:

Old Bath Road is the main pedestrian and cycling route from Charvil to Twyford and Twyford Station.

Children cross Old Bath Road when walking or cycling to school - from the north of the village to Charvil Piggott Primary, and secondary school students travelling from the south of Charvil to The Piggott secondary school.

There is a substantial risk with the already high footfall and usage of the road, with increased industrial usage, the likelihood of a serious or even fatal accident is far more likely to occur.

It will have a negative impact on both cyclists and pedestrians to use the route and both far more likely to go by car instead.

## 5. Noise, operating hours and impact on residential amenity

The proposed operating hours (from 5am to 6pm, seven days a week, with tankers potentially arriving outside these hours) represent a major intensification of movements and activity.

This disrupts early mornings, evenings and weekends, harming residents' ability to enjoy their homes, gardens and nearby public green spaces.

The increased noise is contrary to policy CP3 and NPPF 185 due to harm to residential amenity and countryside enjoyment.

## 6. Inappropriate land use and failure to justify need

A fuel depot is an industrial operation and entirely unsuitable for a site so close to a large residential area with over 1000 homes, a nature reserve and public recreation areas for the fire and public safety risks articulated above.

The proposal represents a major shift from the previous service-station use, with more intensive operations and heavier vehicle movements. It also fails to consider the adjacent operation and the combined use of this site may impact Charvil and/or Twyford. The applicant has not demonstrated that this is the right location or that safer, more appropriate industrial sites are unavailable. The applicant previously operated on the site in December 2024, without a licence, creating potential harm and demonstrating the possible impact should full operations commence.

In summary, this proposal poses unacceptable risks to the environment, public health, highway safety and residential amenity. The combination of flood risk, fuel spill danger, heavy-vehicle movements, and harm to Charvil Country Park makes this development entirely inappropriate for the location.

I respectfully request that planning application 252782 be refused in the interests of public safety, environmental protection and long-term sustainability.