

PLANNING REF : 250959
PROPERTY ADDRESS : 1 Park Lane
: Charvil, Berkshire
: RG10 9TR
SUBMITTED BY : Mr Douglas Caiger
DATE SUBMITTED : 19/05/2025

COMMENTS:

I would like to put on record my objection to the proposed planning on the basis of the following observations:

1 - Unacceptable 24-hour (or near-24-hour) HGV activity
- Inconsistent evidence on hours. Section 4.7.1 of the Transport Assessment (TA) says the site would "operate over a 12-hour period, six days a week", yet the trip-generation section states the facility will run 05:00-02:00 Monday-Friday (21 hours) and from 05:00 at weekends.

- Implications. Those hours extend through the night-time quiet period, guaranteeing heavy-vehicle movements when ambient traffic (and therefore masking noise) is minimal. Charvil is predominantly residential; the proposal conflicts with NPPF 185 and Core Strategy policy CP3 which seek to protect residents from unacceptable noise and disturbance.

2 - Internal inconsistencies and under-reporting of traffic
- More arrivals than departures. Weekday generation tables show 32 arrivals but only 24 departures (06:00-07:00, 17:00-18:00 and 00:00-01:00 combined). This imbalance implies either:

o tankers leave the site by an unreported route, or
o return movements outside the assessed hours (i.e. during the small hours).

Either way, the TA under-represents two-way flows and masks queueing risk on Old Bath Road.

- Peak-hour focus ignores the rest of the day. The "net impact" table only compares 06:00-07:00 and 17:00-18:00, omitting the 02:00-05:00 period when returning tankers will also be forced through Charvil.

3 - Cumulative HGV burden on a short residential corridor
Residents in the corridor 0.2-mile stretch between the Park Lane/Old Bath Road roundabout and the A4 junction already endure daily operations by:

- ABS (A Better Service) at The Homestead - 20+ tankers
- Bells and Two Tone haulage firm at The Homestead - multiple HGVs

- Additional Delivery Services to Heron on the Ford, The Homestead, Total Tyre Company, The Wagon and Horses

All these fleets use the 0.2-mile stretch between the Park Lane/Old Bath Road roundabout and the A4 junction. Adding Speedy Fuels' predicted 100+ daily HGV, rigid and van movements will push the corridor well beyond its environmental capacity, contrary to NPPF 115-118.

4 - Highway safety - sub-standard visibility and right-turn manoeuvre - The western access cannot achieve the 53.5 m visibility splay

required for the surveyed 36 mph 85th-percentile speed; only 27 m is available to the east .

- Vehicles approaching from the west must turn right across 40 mph traffic , creating a collision risk that the TA has not modelled.
- Two injury collisions have already occurred within 300 m of the access in the last five years .

5 - Material change in traffic composition on Old Bath Road
Daily ATC data show Old Bath Road is presently 92 % cars and only 2 % OGVs . Introducing a high-intensity HGV depot reverses that balance at the access point, a "severe" residual impact NPPF 116 seeks to avoid.

6 - Conflict with Wokingham Borough policy

- Core Strategy policy CP6 requires development to mitigate significant transport impacts; the TA's own evidence demonstrates the opposite.
- Borough Design Guide NR3 & NR10 expect developments to create a positive impression for all modes and keep servicing unobtrusive; a 24-hour tanker depot on the parish gateway fails these tests.

Because the proposal will:

1. Generate near-continuous HGV movements through a residential village;
2. Understate those movements by presenting inconsistent arrival/departure data;
3. Compromise highway safety at a sub-standard access; and
4. Exacerbate cumulative HGV traffic on a short, constrained corridor,

it would give rise to an unacceptable impact on highway safety and severe residual cumulative impacts on the road network in direct conflict with NPPF 116.

I therefore request that the application be refused

Thank you for taking these concerns into account.