

PLANNING REF : 250415
PROPERTY ADDRESS : 4 Pascal Crescent
: Shinfield
: RG2 9FP
SUBMITTED BY : Mr Thileepan Mahendran
DATE SUBMITTED : 25/03/2025

COMMENTS:

I am writing as a resident of 4 Pascal Crescent, Shinfield, to strongly object to the proposed redevelopment of Shinfield Park (Planning Application Number: 250415). While the proposal is marketed as modernization for flexible employment use, several material issues remain inadequately addressed. In particular, the traffic impact and its consequences for highway safety, noise, and local amenity is of serious concern.

Traffic and Highway Safety Concerns

The traffic modelling provided by the applicant relies on outdated, pre Covid data, whereas the Transport Assessment Report (using Wokingham Borough Council's Strategic Traffic Model) forecasts significant increases in vehicle flows. The report states that under the "2026 'With Development'" scenario, "peak-hour delays are forecast to rise by 1-2 minutes at key junctions." This means that crucial routes such as Whitley Wood Lane and the B3270 will experience considerably higher volumes, leading to longer queues and potentially hazardous conditions for both motorists and pedestrians.

Furthermore, the report's sensitivity analysis indicates that even modest increases in trips can "push junctions to or beyond their capacity," thereby undermining the current assumptions made in the planning submission. Such increased delays, combined with the prioritization of vehicles exiting the new development, will severely impact residents' ability to leave the area during peak times.

Noise and Environmental Impact

The noise generated by the ongoing demolition is already intrusive with sounds audible from every room in my house. I am deeply concerned that this level of noise will not only persist but will intensify as additional traffic (including lorries and delivery vehicles) enters the area. The report highlights that increased traffic volumes are associated with "sustained operational delays," which can contribute to higher ambient noise levels. This ongoing noise not only deteriorates the quality of life but also negatively impacts property values in our neighbourhood.

Parking and Access Issues

Although the proposal asserts that parking provision is sufficient, our local streets are already under strain. The report notes that mismanaged increases in vehicle trips can lead to spillover effects on adjacent roads, resulting in illegal on-street parking and further congestion. With projected traffic increases of approximately 7-8% during peak periods, routes like the B3270 may experience even more severe congestion, thereby reducing safe and reliable access for

idents.

Applicability to Shinfield Park

The data from the Transport Assessment Report is particularly relevant to our area. The projected increases in peak-hour vehicle flows and the resulting delays directly underscore the risk that our local road network especially around Whitley Wood Lane and the B3270 will be overwhelmed. Without updating the traffic model to reflect current, post Covid travel behaviour, the true impact on our highway network is being grossly underestimated.

Conclusion and Request

In light of these issues, I respectfully urge the planning committee to:

Re-assess the Traffic Impact: Update the traffic modelling using current, post Covid data. The report clearly demonstrates that "peak-hour delays are forecast to rise by 1-2 minutes at key junctions," which is unacceptable for local residents.

Mandate Robust Noise Mitigation Measures: With demolition noise already affecting every room in my house, a comprehensive noise reduction strategy (such as installing sound barriers and enhanced landscaping) is essential to safeguard residents' health and property values.

Review Parking and Access Provisions: Ensure that the increased vehicle flows do not spill over onto residential streets, thereby compromising the safety and accessibility of our community during peak periods.

Without these essential revisions, the redevelopment will likely compromise the safety, health, and quality of life for local residents. I strongly object to the current proposal and request that these material concerns be fully addressed before any planning decision is finalised.

For further details on the traffic projections and their implications, please refer to the Transport Assessment Report here: <https://irp.cdn-website.com/e44baa29/files/uploaded/Transport%20assess>
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