

PLANNING REF : 250415
PROPERTY ADDRESS : 54 Cirrus Drive
: 54 Cirrus Drive, Shinfield Park, Reading, Berkshire
: RG2 9FL
SUBMITTED BY : Mr Mike Whitfield
DATE SUBMITTED : 02/04/2025

COMMENTS:

This planning application should be rejected for multiple reasons;

Noise from the proposed development as well as the 24x7 operational use of the site, is a major concern, specifically to residents in the neighbouring residential area.

Re: The Noise Assessment Report submitted;

~ Many elements of the report are based on assumptions. The authors of the report state that assumptions have been included, yet they "assume no responsibility for the consequences of any error or omission contained therein".

So, given this abdication of responsibility by the author/developer, how will noise levels be policed during the construction and operational phases? and what assurances or recourse will be put in place if these assumptions subsequently prove to be incorrect ?

~ Section 5.1 (Vehicular Movements on the Surrounding Road Network) is incomplete.

It states that "Traffic data associated with vehicular movements on the surrounding road network (both existing and proposed) have not yet been provided", and that "It is anticipated that following receipt of traffic data, this report will be amended to include an assessment of changes in road traffic noise levels due to the Proposed Development".

Therefore, the entire planning application cannot be approved whilst this report is incomplete, as no-one knows whether the amended report will include unacceptable findings or additional data which may contravene local planning requirements.

~ Section 5.3 (Development Servicing inc. Loading and Unloading Activities) also includes many assumptions.

(i) It assumes " 24x7 working and that the assumed number of vehicle movements arriving and departing the proposed units combined during a one-hour period during the daytime and night-time period. To provide a worst-case assessment, it is assumed that all vehicle movements likely to occur within an hour period during the night-time will occur within a 15-minute period. It is also assumed that all movements to the units occur during the same assessment period". This is flawed, as all Heavy Goods Vehicular movements WILL NOT be co-ordinated in order to be contained within a one hour timeslot, meaning their movements will be throughout both the day and night..

(ii) It assumes a "worst case scenario" of 13 Heavy Vehicular movements between 7am to 11pm, and 6 Heavy Vehicular movements overnight between 11pm to 7am.

This is fiction as there is no evidence to support that these numbers will be a worst case scenario. The developers have not included any restrictions on the Unit occupants regarding how many deliveries each are allowed per day/night, or how this will be restricted so as to not exceed the worst case scenario being presented in the proposal.

(iii) The report states " Table 13 details the sound generating activities associated with vehicles arriving, parking,unloading and departing the site, the associated sound level and the type of source considered for each activity".

Given the close proximity of the nearby residential estate of 310 properties, serious consideration needs to be given to the additional noise from these activities and it's impact on residents' sleep during the night-time period. The report states that noises associated with these activities will generate noises between 76dB and 94dB, up to 6 times during the night-time period of between 11pm and 7am.

It is NOT acceptable to allow noises of upto 94dB to occur multiple times throughout the night. This type of activity will not be policed once the site is operational, so needs to be restricted to day-time hours only.