

PLANNING REF : 253003
PROPERTY ADDRESS : 11 Pascal Crescent
: Reading, Berkshire
: RG2 9FP
SUBMITTED BY : Mr Inderjit Uppal
DATE SUBMITTED : 05/01/2026

COMMENTS:

Following a review of the submitted Construction Environmental Management Plan (CEMP), I wish to submit the following observations. There are several technical inaccuracies and logistical oversights in the current document that must be rectified before Condition 20 can be safely discharged.

1. Logistical Errors in Traffic Routing (Section 4.2) The CEMP currently states that HGVs will "leave the same way as entering." As noted by several local stakeholders, the existing road layout onto the B3270 does not physically allow for this egress route.

Requirement: The developer must submit a corrected Traffic Movement Map that reflects the actual road layout.

Impact: Failure to correct this will lead to HGVs being forced through the Shinfield Park residential mini-roundabout, creating significant safety risks and gridlock for residents who have no other means of entry or exit.

2. Relocation of Staff Welfare and Parking (Sections 7.1 & 7.3) The current plan places the Staff Welfare Unit (canteen/toilets) and the 24-hour staff parking immediately adjacent to existing residential boundaries.

Observation: This will lead to avoidable noise and light pollution for residents. During the demolition phase, these units were placed elsewhere on site with less impact.

Requirement: These facilities should be relocated to the interior of the site, utilizing the site's own scale to buffer noise away from residential homes.

3. Air Quality Data Transparency While the CEMP mentions dust mitigation, it lacks a clear framework for accountability.

Requirement: Given the "plumes of dust" experienced during demolition, Condition 20 should only be discharged if it includes a mandate for monthly publication of air quality data to a public portal.

Transparency is essential for "peace of mind" and to verify that mitigation measures are actually functioning.

4. Site Safety and Infrastructure

Jet Wash Facilities (Section 13.1): The location of the vehicle jet wash is missing from the plan. It must be positioned far enough from the site exit to ensure that runoff and spray do not impact public highways or residential footpaths.

Hazardous Materials: I reiterate the need for validated testing of site soils and rubble for asbestos and lead prior to any further disturbance, with results shared with Environmental Health.

5. Communication and Enforcement To ensure the CEMP is more than just a "paper exercise," residents require a dedicated Point of Contact (both from the developer and a nominated officer within WBC Environmental Health). This will allow for the swift resolution of breaches (e.g., HGVs idling or using unauthorised routes) without placing an undue burden on the standard planning enforcement desk.