

PLANNING REF : 250959
PROPERTY ADDRESS : 22 East Park Farm Drive
: Reading
: RG10 9UL
SUBMITTED BY : Mr Trevor Bradbury
DATE SUBMITTED : 06/06/2025

COMMENTS:

I have serious concerns about the proposed use of the site as a fuel oil storage and distribution facility due to the potential for environmental damage and its detrimental impact upon the lives of local residents.

The efficacy of the water attenuation scheme and its filtering processes, odour limiting equipment, and sewage processing, all rely on careful ongoing maintenance to ensure the protection of the surrounding area from water-borne and air pollution. The site is close to the River Loddon, the Loddon Nature Reserve, Charvil Country Park, and Charvil Meadows, all of which are sensitive ecological areas. Any pollutants escaping from the site would very easily find their way into the River Loddon, and from there into the wider Thames area, with potentially catastrophic environmental consequences. Furthermore, the run-off from the proposed vehicle washdown area will flow into the hardstanding next to the site and will inevitably make its way into the water courses nearby. Also any spillage from the oil tanks, or when loading and unloading fuel, would likely result in significant odours thereby reducing the amenity of the surrounding area for walkers, anglers and the like.

With any site storing fuel there is always a significant risk of fire. With increasingly long periods of dry weather being experienced a significant fire at the facility could well spread to the adjacent nature reserve, causing untold damage to the flora and fauna. When the site was being for car repairs and MOTs most of the vehicular movements were cars and vans, in general between 8:00 am and 6:00 pm. The proposed operating hours, including early mornings and

weekends, would have a significant detrimental effect upon the hours of relative quiet presently enjoyed by those living along the Old Bath Road.

This proposal envisages that vehicles, mainly HGVs, should access the site from the A4, through the main part of Charvil. Inevitably vehicles will attempt to access the site from Twyford, especially if there are roadworks or congestion on the A4, despite the difficulty of executing a right turn at the Twyford traffic lights and the narrow road between the Duke of York and Bridge House. Even with the current limited number of HGVs coming through Twyford itself, an encounter between an HGV, bus or wide vehicle travelling in the opposite direction causes significant traffic disruption.

There is a similar pinch-point at the mini-roundabout in Charvil itself.

As a cyclist, the road between Charvil and Twyford is already problematic, with vehicles eager to overtake on a narrow road with corners and poor sight lines. There is also no cycle lane. When deliveries are being made to the existing businesses on the industrial estate, HGVs often park on the road in front, usually facing direction of Twyford. Passing these stationary HGVs presents a considerable

safety risk to vehicles and cyclists alike from traffic travelling in the opposite direction.

The footway between Charvil and Twyford is very narrow. If one meets

a pedestrian coming in the opposite direction it is often necessary to step into the road in order to pass, more so if one party has a dog or push chair etc. When an HGV delivery is being made to the tyre depot, the vehicle usually has to park-up for a while facing in the direction of Twyford, and then has to pull across the road in order to be able to reverse into the narrow gateway. This manoeuvre involves a multi-point turn, with the front of tractor unit often swinging over the footway making progress impossible for pedestrians.

Whilst diagrammatically HGVs leaving the site are not shown to cross into the opposite lane when turning on to Old Bath Road, any delivery on or obstruction to the access road to the estate is likely to necessitate departing HGVs to swing over into the opposite lane, causing a potential hazard to oncoming traffic and cyclists, particularly in the dark mornings of the winter months. The combination of substantially more HGVs on such a narrow road, coupled with parked HGVs waiting to make deliveries, is inevitably going to result in more RTAs. This planning application is for the wrong business in the wrong place and should therefore be refused.