

PLANNING REF : 252782
PROPERTY ADDRESS : 22 The Hawthorns
:
: RG109TS
SUBMITTED BY : Mr Bruce Ferguson
DATE SUBMITTED : 04/12/2025

COMMENTS:

I wish to object to planning application 252782 for the proposed fuel storage and distribution depot at the former Prince Brothers service station on Old Bath Road, Charvil.

1. Unacceptable proximity to the Old River, Loddon, Charvil Country Park and the lakes

The site is immediately adjacent to Charvil Country Park, a highly valued public green space supporting otters, deer, bats, amphibians, fish and extensive aquatic, bird and plant life.

The proposal is fundamentally incompatible with the park's purpose as a wildlife reserve and recreational area.

Noise, lighting, fumes and industrial activity would erode the tranquillity and natural character of the park, discouraging visitors, anglers and local families.

Claims of biodiversity "net gain" via planting a handful of trees and shrubs are wholly inadequate compared to the ecological risk created by storing nearly 1 million litres of fuel on the edge of a nature reserve. This will in no way mitigate the environmental risks

highlighted.

We use the park everyday for dog walking and well being.

2. Serious pollution and flood-risk concerns: high likelihood of catastrophic environmental damage

The site lies within a known floodplain and is regularly affected by significant flood events. Recent winters have seen repeated flooding, including water reaching the site boundary.

WBC reports following the 2014 flood stated that the site was underwater, and anecdotal reports of interior flooding. Similar water levels were observed in 2024.

Storing diesel, kerosene and other hydrocarbons in this location presents an unacceptable contamination risk to:

The Old River Loddon

Canberra Lake and the country park lakes

The River Thames downstream

Local soil and groundwater

If a spill or tank failure occurred during flooding, containment would be impossible. Fuel would spread rapidly through saturated ground and watercourses, causing long-term, potentially irreversible ecological damage.

Given climate change and the increasing frequency and intensity of flooding, the risk cannot be considered manageable or worth taking.

This areas nearby regularly flood. With this being worse it is only a matter of time before this proposed area floods.

3. Public health and safety risks

Publicised cases of fuel leaks from storage tanks (most notably Bramley, Surrey) have demonstrated the public health risks and

resulting consequences, including but not limited to contaminated water, underground explosion risk and fumes, all of which negatively impacted life for residents and local businesses. These risks would be ever present with fuel storage depot operations and not ones which should be taken in Charvil and Twyford.

Fire and explosion risk

Large volumes of diesel and kerosene pose a constant fire and toxic fume hazard to nearby homes and park users. Industrial fires involving fuel often require evacuations and expose residents to hazardous smoke.
Site access and operational safety

The wider area already struggles with heavy vehicles from Denmark House, where articulated lorries are frequently parked hazardously both on the road and pavement. Introducing more HGVs exacerbates existing road obstructions and safety issues. Tankers turning across both carriageways, as was observed when Speedy Fuels were operating in December 2024, in close proximity to the bend raises serious risk of collision.

It is a miracle more serious accidents have not happened with existing lorries using the site.

4. Highway safety, traffic generation and unsuitable road infrastructure

This proposal greatly intensifies traffic on Old Bath Road with poor visibility and a narrow footpath. Key concerns include:

Volume of tanker and vehicle movements
Estimated weekly movements include:

59 x 44-tonne articulated tankers (Mon-Fri)
73 x cars/vans (Mon-Fri)
Additional movements at weekends

This is wholly incompatible with a semi-rural residential road used by walkers, cyclists, commuters and schoolchildren. In addition, the road infrastructure is not built for this volume of HGV movements and it is highly likely the road will suffer increased and faster degradation as a result, despite recent resurfacing.

Road safety impacts

Old Bath Road is the main pedestrian and cycling route from Charvil to Twyford and Twyford Station. Children cross Old Bath Road when walking or cycling to school - from the north of the village to Charvil Piggott Primary, and secondary school students travelling from the south of Charvil to The Piggott secondary school. There is a substantial risk with the already high footfall and usage of the road, with increased industrial usage, very unfortunately, fatal accidents are likely to occur. (You could add personal reflections on commute routes, school routes, cycling experience, incidents witnessed.)

The path is inadequate for use of more heavy vehicles. Too narrow and the road and bends are not suitable. This is a regular walking route to and from Twyford station and village. This is not a heavy

goods
highway.

5. Noise, operating hours and impact on residential amenity

The proposed operating hours (from 5am to 6pm, seven days a week, with tankers potentially arriving outside these hours) represent a major intensification of movements and activity.

This disrupts early mornings, evenings and weekends, harming residents' ability to enjoy their homes, gardens and nearby public green spaces.

The increased noise is contrary to policy CP3 and NPPF 185 due to harm to residential amenity and countryside enjoyment.

6. Inappropriate land use and failure to justify need

A fuel depot is an industrial operation and entirely unsuitable for a site so close to a large residential area with over 1000 homes, a nature reserve and public recreation areas.

The proposal represents a major shift from the previous service-station use, with more intensive operations and heavier vehicle movements.

The applicant has not demonstrated that this is the right location or that safer, more appropriate industrial sites are unavailable.

The applicant previously operated on the site in December 2024, without a licence, creating potential harm and demonstrating the possible impact should full operations commence.

This proposal poses unacceptable risks to the environment, public health, highway safety and residential amenity. The combination of flood risk, fuel spill danger, heavy-vehicle movements, and harm to Charvil Country Park makes this development entirely inappropriate for the location.

I respectfully request that planning application 252782 be refused in the interests of public safety, environmental protection and long-term sustainability.