

PLANNING REF : 252782
PROPERTY ADDRESS : 29 St Patrick Avenue
: 29 St Patrick Avenue, Charvil, England
: RG109RA
SUBMITTED BY : Mr Nick Cary
DATE SUBMITTED : 10/12/2025

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.

My family and I often walk around the lakes as its a piece of countryside on our doorstep. This will no longer be the case with a large industrial fuel depot, overpowering it.

2. 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.

3. 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.

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.

5. 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. Children are much more susceptible to traffic

accidents as they are less careful especially when with friends, not paying attention and their speed / distance perception is not fully developed until their late teens / early 20s. Again, given the narrow path, narrow bendy road and blind spots, this is an accident waiting to happen with increased HGV numbers. To be honest, this proposal is madness considering this.

I personally use the Old Bath Road (Charvil to Twyford and back) 3 times a week to walk along on my daily commute to Twyford station. On at least 2 occasions in the last year alone I have almost been hit by a wing mirror of 1 bus and 1 lorry as it's a narrow path and they travel close to the path when traffic is coming from the opposite direction due to the narrow road itself and blind bends. With a vastly increased number of lorries, it is bound to cause a serious injury or death at some point.

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, public recreation areas and heavy use by school children.

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.