



# Ashington Parish Council

## Planning Committee Meeting

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Minutes of Ashington Parish Council Planning Committee Meeting held at 7.00pm on Wednesday 18<sup>th</sup> January 2012

Present: Councillors D. Harbour, T Kearney, M Woolley, B Norton, K Wood, R Brennan

Parish Clerk K Dare

Members of the public: None

Declarations of Interest: None

Apologies received from: Councillor N Carver (holiday) & Cllr J Stillwell (personal)

### **Public Adjournment:**

Nothing

### **Planning applications**

DC/11/2648 Change of use to sui generis and construction of a petrol filling station including canopy (roadside facilities), with a retail store, ATM and ancillary offices, distribution yard, underground fuel storage tanks, secure fencing plus hard and soft landscaping - Land South East of Martins Farm London Road

The Parish Council Object to this application. The Parish Council had previously supported the development of this site for a petrol station with kiosk/mini-store, restaurant and parking (roadside facilities), however, this new application introduces a more industrial nature to the site and excludes previous elements (restaurant/café) which the Parish Council consider would have been of benefit to the village. Ashington is a Category 2 settlement with limited facilities and expansion of beneficial facilities would be welcomed.

This application is clear that 'no end-user' has been identified for the petrol filling station (Planning Statement 3.5). The application states that the petrol filling station will be the main attractor to the site. The Parish Council support the need for a petrol station in the village, this is reinforced by the Community Action Plan 2010. This site has had various planning permissions for a petrol station for many years but it has never been built. The petrol station is essential to this development. The Parish Council would like a commitment from the Developer that the petrol station is built and fully operational. This

application should not be approved unless an end-user for the petrol station is found.

The Parish Council has the following specific issues of concern:

1. Proposed Opening Hours: 06 30-20 00hrs mon-sat, 06 30-13 00hrs Sundays & BH. Presumably for the distribution yard & retail store? This is too early in the morning and will cause noise and disturbance to those living near the development.
2. Planting/screening– the application refers to ‘hard & soft landscaping’ but no details of any are presented. The application is relying on existing hedges/trees to screen the site but existing hedges are only 3-5m high and the proposed retail unit is 9.3m high. The retail unit will be clearly visible from all sides. Much of the screening hedge is outside the application boundary and therefore not in the control of the applicant. It cannot be assumed that this will be allowed to grow to provide adequate screening for the site. More planting/landscaping is needed.
3. Renewable energy – the application refers to the suitability of the retail unit to accommodate PV panels however, none appear to be shown on the detailed plans.
4. Lighting –There is no mention of whether the lights will be switched off at night. For the avoidance of light pollution the lights should be switched off when the premises is closed.
5. Transport – no details have been supplied about the likely number of journeys to/from the site. There are no details on the number & size of vehicles to serve the development (and distribution yard). There are no details of proposed routing of LGVs to/from the site. The Parish Council ask for a routing agreement so that LGVs do not travel through the village. Although routing agreements may not be enforceable in practice unless accompanied by physical restrictions to the local & sub-regional highway network. What policing mechanism will the planning authority put in place?
6. The B2133 Billingshurst Road is not a strategic route and the Council is concerned that the distribution yard could generate LGV movements which would have a detrimental effect on residential properties along this route. At some points it is impossible for LGV’s to pass each other on this road due to the narrowness of the road.
7. Advanced signage to/from the development to be from the northern end of the village only A24 Billingshurst Road junction only). The Parish Community Action Plan 2010 calls for a reduction in the number of LGVs coming through the village unnecessarily.
8. The Parish Council would like WSCC Highways to check the slip roads at the Billingshurst Road/A24 junction including East Wolves roundabout. Many Ashington residents have had ‘near misses’

because of short sight-lines in this area. A report commissioned by Thakeham Village Action into a recent planning application for a landfill site at Laybrook Brickworks (DC/09/2180) concluded 'There should be serious concerns expressed by WSCC about a major increase in LGV flows on the A24 grade separated junction at Ashington. The two roundabouts do not meet current roundabout design standards and from casual observation there is the potential for laden LGVs to overturn as they will be able to enter and negotiate the roundabouts (especially the southern approach to the eastern roundabout) at too high a speed. This is just one reason why an Operational Safety Assessment of the existing infrastructure is required.'

9. The articulated vehicle 'swept path analysis' appears to show the possibility of collision or encroachment onto the verges if two LGVs are to pass each other on Old London Road.
10. There is no proposed footpath to the site – how are pedestrians to access the site without walking along the road?
11. Fencing – The distribution yard is proposed to have a 2m high green palisade fence – no example of this is shown. No drawings of what this will look like have been supplied. Is this fencing adequate for a fuel storage yard ie to prevent theft? Screening/planting would be required to soften the appearance of the fence.
12. Distribution yard –a portakabin on the site would be out of keeping with the environment? A purpose built building of appropriate style would be required.
13. Retail store – proposed to be country clothing & sports goods. Presumably Use Class A1 – the application does not make this clear? But, if approved, this could be changed without any further planning applications. This may be to the detriment of other retail units /businesses in the village. Consideration should be given to specific types of store only and not a very general Use Classification.
14. There is concern that surface water run-off, although proposed to be controlled, would cause flooding in the ditch/stream to the east of the site. The cost to remedy this would be borne by the adjacent landowner.
15. The site is very small and there may be conflicts between vehicles accessing the distribution yard, petrol station & retail store.

Meeting finished at 7.45pm

Signed.....

Date.....