



Ashington Parish Council

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FAO: WSCC PLANNING DEPARTMENT

Ref: Planning Application WSCC/013/24

Location: Hooklands Farmhouse, London Road, Ashington, West Sussex, RH20 3AT

Proposal: Land raising and regrading of agricultural land to alleviate noise, air and light pollution from the A24

The planning application was discussed at the parish council meeting on 14th March 2024 –
Ashington Parish Council STRONGLY OBJECT to this Planning Application

Lack of Clarity on Reason for the Application

This application has as its stated purpose “to alleviate noise, air and light pollution from the A24”. Yet many of the documents have titles such as “Need Statement (Waste Management)”, and quote National Planning Policy for Waste. It is not therefore clear whether this application is for a new Waste Disposal Site, or as on the application, to Alleviate Noise, Air and Light Pollution from the A24? Regardless of the objective, Ashington Parish Council **STRONGLY OBJECT** to this application.

Grounds for Objection

The adverse impact on the health and wellbeing of the c 3,000 residents of the village of Ashington for 2 years caused by:

Some 7,650 two-way HGV movements, equating to 30-40 two way trips per day (Monday to Friday and less on Saturdays) with up to **four two-way trips per hour** transporting 110,230 cubic m of inert materials into the northern part of the village. (Source: Transport Assessment 4.2.)

1. Health

The exhaust fumes from four of these heavy vehicles every hour for 2 years will be an unbearable level of pollution in a rural village area, especially for residents whose homes are passed by the lorries and those shopping at BP and M&S stores on the proposed route.

2. Sound

The noise of these vehicles will similarly be unbearable, again, especially for residents whose homes are passed by the lorries and those shopping at BP and M&S stores on the proposed route.

3. Adverse impact on Amenity Value of living in the village

Residents will no longer be able to go about their daily activities and travel to the BP Garage or the M&S shop in safety with four lorries an hour on the narrow London Road.

In particular, it could be considered an intolerable amount of disturbance to those residents located in close proximity to the roundabout and along the London Road and an unbearable

situation for those at nos 1 and 2 Hooklands Lodge, who will have excessive HGV movements metres from their houses.

4. Damage to Infrastructure

Inevitably some lorries will have Satnav issues and pass through the village (unless conditions are enforced to avoid this).

The village has several speed bumps that already create vibration problems for people living along London Road and large lorries will exacerbate this problem and cause damage to both roads and houses.

It is noted there is no WSCC Highways report regarding this application, only a transport assessment commissioned by the applicant.

This section of the London Road has become narrow in recent years due to the low traffic levels and the subsequent encroachment of trees and foliage over the north bound side of the road. Therefore, the passage of so many HGV movements seems impossible and in particular the final stretch between Ashington House and nos 1 and 2 Hooklands Lodge could be considered single track. The road is constrained by kerb edging near to the proposed access to the site and would appear to be incompatible with HGV access.

5. Damage to Natural Habitat

The proposed new entrance from London Road into the site will involve the removal of Natural Habitat (potentially part of Ancient Woodland).

6. Carbon Emissions

At a time when we are targeting to net zero carbon emissions, 7,650 two-way HGV movements is directly counter to Government Policy and Carbon Targets.

7. Distance

It is understood that the lorries will come from the area around Horsham and Haywards Heath. Haywards Heath is 16 miles from Ashington, this equates to 245,000 miles being driven by HGVs to alleviate the sound for one resident.

8. Cost Benefit

Looking at all the above, it is hard to see that any cost benefit analysis can justify this application to alleviate one resident's noise issues from the A24.

The noise reduction for the applicant is estimated to be at most a 2dB reduction, due to 2 separate bunds and the 70m distance from the A24 (Noise Impact Assessment).

"The addition of the mitigation bund is predicted to have a negligible impact on air quality on the properties at Hooklands Farm." (Air Quality Assessment)

9. PRow 1977

It is noted that this footpath will be temporarily rerouted, presumably to return to the definitive line in due course. But this return will involve users climbing up and down ground that has been raised.

This in turn will reduce the amenity value of FP1977 both short term and long term.

Alternatives to Current Proposal

The reason the applicant states for this work is "to alleviate noise, air and light pollution from the A24".

This could easily be achieved by erecting a soundproof fencing parallel to the A24.

Such an alternative would deliver the required benefit to the applicant without adversely impacting on 3,000 residents in Ashington. It would also be significantly better in environmental terms.

Mitigation

In the event that the relevant authority is minded to approve this application in principle, it is requested that the following conditions be applied:

1. Access to the site uses the applicant's existing access from the A24, and that no new access be created from the old London Road (as shown on the plan).
This existing access is between the 2 new earth mounds, and thus provides a short and more direct access to the area of work.
2. Lorries are not permitted to use the A24 village access points at either the North end of the village or the South, and that any change of direction lorries need to make when entering and exiting the site is achieved via the Washington roundabout on the A24 to the South of the site, and a suitable turning point to the North.
3. No lorries to pass through the village under any circumstances (ie entering via the North access and exiting via the South access (and vice versa)).
4. Lorry times be limited to 08.00 to 16.00 on weekdays only.