

Agenda Item 8 - LW/23/0304 - Land between Beach Road and Transit Road, Newhaven (Pages 7 - 54)

- A. **Recommendation Correction.** Recommendation 1 should refer to the Development Management Lead rather than the Head of Planning.

The additional passage should also be added:-

The delegation to the Development Management Lead includes the requirement to clarify whether the correct Ownership Certificate has been served and if not, to require it to be served prior to any decision notice is issued. In the event this leads to a new and material representation being received from the landowner, to refer this to committee for consideration.

- B. **Transport and Highways Assessment** – The outstanding matters to be addressed with ESCC Highways:

- parking layout;
- maintenance of appropriate visibility splays;
- positioning of car club parking bays;
- width of access points and confirmation of expected trip rates in relation to those that would be associated with the previously approved hotel development.

If these matters are not addressed satisfactorily then the application will not be approved.

If material changes are made to the scheme to address highway comments then the application would need to be brought back to committee.

- C. **Addition to Condition 10.13** should include the following specific requirements as requested by the Lead Local Flood Authority (LLFA):-

1. Surface water discharge rates should not exceed 2.6 l/s for all rainfall events, including those with 1 in 100 (+45% for climate change) annual probability of occurrence. Evidence of this (in the form of hydraulic calculations) should be submitted with the detailed drainage drawings. The hydraulic calculations should take into account the connectivity of the different surface water drainage features.
2. Details of the outfall of the proposed attenuation features and how they connect into the sewer. This should include cross sections and invert levels.

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3. Details of the condition of the sewer which will take surface water runoff from the development should be investigated before discharge of surface water runoff from the development is made.
4. Information on how surface water flows exceeding the capacity of the surface water drainage features will be managed safely.
5. Design of the below ground attenuation features should be informed by findings of groundwater monitoring between autumn and spring. The design should leave at least 1m unsaturated zone between the base of the ponds and the highest recorded groundwater level. If this cannot be achieved, details of measures which will be taken to manage the impacts of high groundwater on the drainage system should be provided.

D. Informative - Foul Drainage, the applicant, in collaboration with Southern Water to:-

1. Set out which waste treatment location that will be managing the sewage from this application should it be approved and implemented, and
2. Set out estimates for the likely number of sewage discharges and discharge length of time, over a year, that this development is likely produce.

E. Additional Odour Condition - In light of comments regarding potential odour nuisance generated by the nearby wastewater treatment plant, an additional condition is recommended as follows:-

Prior to the commencement of development an odour contour plan and any relevant mitigation measures, based upon updated modelling to be agreed with Southern Water shall be submitted to and approved by the Local Planning Authority and the development thereafter carried out and maintained in accordance with the approved details.

Reason: To ensure future occupants are not subjected to unacceptable odour nuisance in accordance with para. 180 and 191 of the NPPF, LLP1 policy CP11 and LLP2 policy DM20.

Agenda Item 9 - LW/23/0750 - Former Newhaven Household Waste Recycling Site, Lewes Road, Newhaven (Pages 55 - 80)

- A. Information Correction: Para. 8.6** of the Officer Report states the food waste collection vehicles would generate 26 vehicular movements per day. This should read 30 movements.

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B. Expand Condition at para. 10.17 will be expanded upon to include specific restrictions to the hours of operation of the facility, the hours of use of compactor apparatus and restricting use of the facility to electric food waste collection vehicles only (with the exception of the skip collection vehicle).

C. Comments received from Cllr Pink McLean-Knight (Chair of Planning and Development Committee at Newhaven Town Council)

I am currently the Chair of the Planning and Development Committee of Newhaven Town Council and I am writing directly to you, the Planning Authority on behalf of the committee to not only log our objection to this scheme but also reiterate points made by my colleagues concerning the apparent lack of thought and consideration for this proposed operation at this location.

This item was discussed at great length during our meeting on the 30th January.

The Committee agreed unanimously that we object to this application for the following reasons;

- Site ingress/egress was of great concern being directly onto the C7 in close proximity to an existing mini roundabout and busy junction,
- In addition to the above issue, stated anticipated completion of food refuse collection rounds coincides with the existing 'school-run' and 'rush-hour' traffic, along with the impact of increased parking.
- As with all rubbish and food recycling, the impact of foul- smelling odours is likely to be significant given the on-site presence of food compactors and collection vehicles, further exacerbated by no provision of a vehicle wash, this is especially significant for the residents of the lower valley area and Lewes road/Piddinghoe Rd (C7) residents.
- The increased problem of rodent and airborne insects throughout the year and the sites overall proximity to nearby residences.
- The application shows no investment in Photovoltaic provision with all collection vehicles reliant upon the existing energy grid, and
- Overall, this development has little or no tangible benefit for Newhaven residents.

We are surprised given the political nature of the current controlling cabinet to see that this potential food waste recycling facility simply does not seem to go far enough in it's intended green provision?

While we completely support the recycling of food waste and know this is an important part of dealing with household waste and its destructive impact on the environment, we are sad that although this new fleet is electric, the energy to be used for the vehicles is simply fed from the main grid?

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Obviously please do consider us corrected if these vehicles are already using solar panels or kinetic energy to aid in their recharging.

Of course, it is better than using diesel or petrol. But it does seem a shame that we are reducing our environmental impact with one hand yet continuing the cycle of fossil fuel energy use with the other.

Unless the new vehicles are able to at least partly use direct renewables to aid with their charging, such as on-site solar panels, by charging the vehicles solely from the grid we are still technically contributing to the use of fossil fuels. It would be amazing if even in the future you may consider on site renewables?

Locally, we boast an impressive offshore wind farm that was built here. But Newhaven does not get the direct benefit of it.

We also have an energy efficient low emission incinerator that we were assured back in the day would create reusable energy for the local population too and we do not get the benefit of that either.

We do think it appropriate that Newhaven and it's elected officials ask that we reap the pros more than the cons of proposed sites like this.

And upon discussing these plans we think the potential issues outweigh this.

We are sadly given to understand that even the eventual composting of this food waste ultimately does not benefit us either, even if this is used to feed back into the power grid.

There are also real concerns that this site will impact the school children that use that route to and from their homes in the mornings and afternoons.

The use of the site and its proposed times will directly impact the already heavy traffic of the road and its junction directly adjacent to the site.

We are to understand that employees have been advised to park their vehicles on the site in Robinson Rd before walking to the electric waste collection vehicles, But we fear this may not be as enforceable or as practical for the employees during harsher weather conditions. So we feel this may also cause issues with traffic flow and parking.

The already heavy flow of vehicles in rush hour traffic and the 'school run' will be affected. As potentially will the safety of the walking parents and children due to larger vehicles attempting to join the flow of traffic.

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For many years that very site was considered a smelly eyesore whilst it was a local refuse tip. I am very sure that there are local residents that still unfortunately remember the site's "perfum de garbaage..."

Especially in the long hot summer months...

This is of course a real fear and if there is an odour this will be especially significant for the daily lives and health of residents air quality in the direct vicinity.

The people living in Valley Road, Lewes Road, Elphick Road and the Piddinghoe Rd/C7 will certainly feel this and given the right weather conditions the surrounding area too.

We are concerned that the location of this facility will also have an impact on the surrounding riverside park, an area of exceptional beauty for the community as it contains a children's play area within a stone's throw from this site.

This beautiful area created for use by the community has been created and maintained with much hard work and commitment by a wonderful and dedicated group of local residents. Some of this gorgeous green space has been formed over some of the last landfill site. This much beloved area where many local people spend their leisure time meeting, walking, and cycling is an absolute asset to the town.

We are also worried that this may have devastating potential for local wildlife. We already have quite the rodent population here. If there is yet another food source for them, then naturally their numbers will further increase and have a direct knock on effect for the other struggling members of the food chain.

We understand the process of food waste recycling is more complicated than landfill ever was but another concern is the waste is stored once collected but then ultimately is transferred elsewhere (does it still get sent to the Woodlands in-vessel composting facility in Whitesmith?) to be added to garden waste and processed to become sterile, and then re-added to benefit the ecosystem. Will this be in trucks? How will this also affect the traffic?

This does not take away the fact that the food waste while it is here for the few days it is, will attract wildlife, some of which can be also be harmed by these decaying foods.

We are concerned that a site like this will affect reproduction patterns and may potentially harm the delicate predator-prey relationships of the already struggling local wildlife.

This is obviously in addition to all the hundreds of additional domestic buildings that seem to still be coming our way.

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Which also sadly tend to not directly benefit the local community as most residents here are out priced.

It is worth noting that since being on the planning committee, concerns are raised regularly about proposed housing schemes that include some nice green spaces but the design team will explain that they can only do this if they are permitted to build huge towers or millionaires' rows to ensure their profit margin. Then the concern is that when they run out of money, they inevitably pull either the affordable housing element or the green spaces promised.

Of course there is always CiL. This is supposed to benefit us directly but seems clunky at best to access. It is not well advertised and it is not very accessible.

Please consider the local feeling that may occur by picking this site. We understand some residents have been consulted with although we are unsure what area of consultation of residents surrounding the vicinity has been achieved.

So, to round up:

Newhaven Town Council Planning and Development committee would like to know exactly how this site directly benefits Newhaven and it's community.

With each additional recycling facility that has the potential of contributing into the power grid, we don't see any reductions in our energy costs. We don't see any reductions to council tax.

And we certainly don't often see any direct environmental benefits from these schemes either. Not with our green spaces being earmarked for building. And the destruction of our green corridors all in the name of 'progress'.

This application includes the creation of 16 parking spaces for electric vehicles and chargers on existing hard standing. Yet does not include any provision for the use of renewable energy such as solar panels to reduce use from the grid.

It also does not think to include any provision for surrounding electric charging stations that have been promised for the area. I believe we are rather behind in the delivery of these which is a shame.

Of course, we very much welcome any meeting that will alleviate our fears, correct any incorrect assumptions and provide us with any evidence of a direct community benefit for the populace.

We do hope that this scheme doesn't just get approved without any further consideration or consultation.