

## Amy Bray

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**From:** Development Control (DMW)  
**Subject:** FW: Planning application comments

**From:** Web Staff  
**Sent:** 21 January 2018 9:49 PM  
**To:** Development Control (DMW)  
**Subject:** Planning application comments

### Contact

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### Comments

**Reference:** LW/799/CM(EIA)

**Description:** The construction and use of plant, namely aggregate processing plant, aggregate bagging plant, concrete batching plant, concrete block-making plant and buildings, ancillary offices and stores for processing and utilising aggregates landed at Newhaven Port and distribution of the products by road and rail together with access to the public highway and the extension of an existing rail siding.

**Comments:** There is a massive evidence base for activity as a solution to our crumbling NHS. 27M adults (63%) are not taking enough exercise to the extent that it affects their morbidity and mortality. It is an independent risk factor separate from and having much greater impact than obesity. This lack of activity erodes the precious commodity of a disease-free life which the richest in our society, such as the Bretts, have 17 years more of than our poorest. We need to reverse our thinking and allow ordinary people to make positive choices by creating infrastructure that gives people, particularly those most deprived as they are in Newhaven, the ability to walk and cycle easily. This development will make the A26 even more dangerous to cycle on. Holland has been providing cycling infrastructure for 40+ years. That country's figure for those not taking enough exercise is 18%. This plant will ruin Tide Mills and the beach nearby as a destination for walkers. The LVIA must be disregarded because it is flawed: it is based on the site being within the map shown on the East Sussex LA 34 map when anyone who can read a map can see it is not. This site is not in the urban area and it is wishful thinking (and also counterproductive because you should not rely on the impact assessment) of the applicant and Mr Bright to predicate the LVIA on it being so. The site is within LLCA no.21 for good reasons and the industrial area must not be extended. In the Seaford character statement, a view of Seaford Bay looking west was included as a significant public view. This plant will ruin that view. It will also ruin the view for most east facing houses in Newhaven. The conclusions of the LVIA are risible. The notion that a section 106 agreement can render this application acceptable in planning terms is wrong but, if your decision-taking process reaches that stage, there must be a proper (Dutch quality) cycle lane paid for by the applicant (which boasts that

it is substantial - see the Sunday Times article included in the application). This cycling infrastructure should be built along the whole of the A26 to Beddingham RBT and implemented before the plant is brought into use. There should also be conditionality by way of a limit imposed on number of lorry movements and times of the day during which they are permitted (ie only in daylight).

**Comment date:** 21/01/2018

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