

Committee: **Regulatory
Planning Committee**

Date: **16 January 2019**

Report by: **Director of Communities, Economy and Transport**

Proposal: **Proposed Installation & operation of energy conversion
plant including receipt and processing of waste
feedstock**

Site Address: **4a Fisher Terminal, East Quay, Newhaven, Newhaven
Port, BN9 0DA**

Applicant: **Clean Thermodynamic Energy Conversion (CTEC)
Limited**

Application No. **LW/815/CM**

Key Issues: **(i) Turning waste into a resource**
 (ii) Location of facility at Newhaven Port
 (iii) Amenity and traffic considerations

Contact Officer: **Jeremy Patterson – Tel: 01273 481626**

Local Member: **Councillor Darren Grover**

SUMMARY OF RECOMMENDATIONS

1. To grant planning permission subject to conditions as indicated in paragraph 8.1 of this report.

CONSIDERATION BY DIRECTOR OF COMMUNITIES, ECONOMY AND TRANSPORT

1. The Site And Surroundings

1.1 The application site is Unit 4a (comprising a floor space of some 1,443sqm), which is contained within a larger industrial building, known as Fisher Terminal, at East Quay in the Port of Newhaven. The application site also includes provision for access across East Quay and parking to the rear of the building. Other units within the Fisher Terminal building include the applicant's existing research and development enterprise and the distribution centre for Brightwell Dispensers Limited. Other industrial buildings are located to the north, which are used for the storage of exhibition materials and for the Port's own storage and maintenance requirements. The Rampion Offshore

Wind Company offices are located to the south. East Quay is currently used by a metal recycling company, which is situated to the west of the application site on the quayside of the River Ouse.

1.2 The Port industrial land extends eastwards by some 130 metres from the rear of the Fisher Terminal building to the western edge of the Tide Mills Local Wildlife Site (LWS). Much of this land has recently been granted planning permission for an aggregates processing facility. Mill Creek, which forms part of the LWS, is about 130 metres to the north of Unit 4a and 40 metres to the north of the proposed car park to the rear of the Fisher Terminal building. The boundary of the South Downs National Park (SDNP) is about 370 metres to the north-east of Unit 4a, or 280 metres from the proposed car park. The site is within a Flood Zone 3 (areas with a high probability of river or sea flooding).

1.3 The nearest residential properties to the east of the River Ouse are located at Beach Road, some 530 metres to the north of the application site. To the west of the river, the area is more densely populated than in the east with residential properties, some of which are multi-storey apartment blocks, standing close to the western bank of the river, some 420 metres from the application site. Properties at Fort Rise to the south-west are about 250 metres from the Fisher Terminal building. Newhaven Marina is within the western side of the river to the west and north-west of the Fisher Terminal building. An Air Quality Management Area (AQMA) is present about 1 kilometre to the north-west of the site.

2. The Proposal

2.1 The proposal is for the installation of an advanced gasification plant within Unit 4a, which would process up to 4,380 tonnes per year of non-hazardous clinical/healthcare waste, which would be able to generate thermal and electrical energy. The plant would have a throughput capacity of less than 3 tonnes per hour and would convert a maximum of 12 tonnes of waste per day. The waste would involve both treated and non-treated material and would be imported from a handling facility in Littlehampton, West Sussex. All operations, including the receipt and preparation of feedstock, would take place within the unit with the roller shutter doors fully closed. The only external alterations would involve the installation of an emissions stack, which would be of stainless steel construction and stand at 5.65 metres above the roof plane of the building and have a diameter of one metre. New cladding to the external façade of the Unit is also proposed to match neighbouring units. Access to the site would be from Beach Road and include the use of the existing Port land around the buildings, and the parking arrangements would involve 13 spaces for cars, including a space for a disabled driver and a covered area for cycles. The proposed parking area is currently used for vehicle parking and would be adapted to accommodate the applicant's proposals.

2.2 During the construction phase, it is anticipated that there would be about five staff at the site, which would involve 10 car/van movements (5 in, 5

out) per day, with one heavy goods vehicle (HGV) delivery per day. After construction, there would be up to 5 cars for staff per day, involving 10 movements, and up to 4 HGVs per day, involving 8 movements (4 in, 4 out) for waste imports and removal of residues. The plant would operate 24 hours per day. A small office for the documentation and emission and system monitoring would be provided within Unit 4a with welfare/mess facilities located within an adjoining unit.

2.3 The control of emissions associated with the operation of the plant is subject to separate regulation through an Environmental Permit issued by Lewes District Council in June 2018. The Permit also requires the operator to manage and operate the proposed activities in such a way as to minimise the overall risk of pollution. National Planning Practice Guidance on Waste considers the relationship between the planning and pollution control regimes and states: 'There exist a number of issues which are covered by other regulatory regimes and waste planning authorities should assume that these regimes will operate effectively. The focus of the planning system should be on whether the development itself is an acceptable use of the land and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under other regimes'. Therefore, the planning system should not seek to duplicate controls which are the responsibility of other regulatory systems.

2.4 The application has been advertised as not according with Core Policy 4 (7) of the Lewes District Local Plan part 1, Joint Core Strategy, 2016, which supports the continued use of the Port for freight and passengers, including plans for expansion and modernisation of the Port, as identified in the Port Authority's Port Masterplan.

2.5 The proposal has been screened by the County Council under the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 to determine whether it should be accompanied by an EIA. The opinion of the Council is that an EIA is not required.

2.6 Some representations have referred to the proposed waste materials being hazardous and containing body parts. For the avoidance of doubt, no hazardous waste would be used as feedstock material and no body parts would be included in the permitted non-hazardous waste feedstock material.

3. Site History

3.1 It is understood that the Fisher Terminal building was originally constructed as a cold store for the handling of goods.

4. Consultations and Representations

4.1 Lewes District Council (Planning Team) raises no objections to the proposal.

The Environmental Health Department has commented on aspects of the application and refers to the site having been granted an environmental permit for the operation of a small scale waste incineration plant.

The Regeneration Team notes that the proposal falls within East Quay, which is one of eight key sites of the Newhaven Enterprise Zone (NEZ). The NEZ is a partnership between the Coast to Capital Local Enterprise Partnership (C2CLEP) and the District Council and aims to catalyse positive growth in Newhaven, prioritising cohesive economic development and establishing a focus for clean and green technologies. The clean technology aspirations articulated by both Newhaven Port and NEZ are supported by a number of other local strategies, policies and plans and the proposal is aligned with all of them. In addition to delivering on the strategic objectives for Newhaven for the type of growth it is aiming to sustain, the new plant would also create 13 permanent jobs in the town, contributing to the targets that the Port and NEZ both have for increasing employment opportunities. Overall, in light of the District Council's wider regeneration ambitions in Newhaven, the growth in jobs it will enable and its synergy with the objectives of the NEZ, the Regeneration Team is broadly in support of the proposal.

4.2 Newhaven Town Council has not submitted any observations.

4.3 The Highway Authority raises no objections.

4.4 The Environment Agency raises no objections subject to the inclusion of a condition regarding flood risk.

4.5 ESCC Flood Risk Management raises no objections.

4.6 Southern Water Services Ltd raises no objections and recommends that the applicant contacts the company regarding any connections it might wish to make to a public sewer or any development which might affect one.

4.7 Representations: 93 representations have been received objecting to the proposal. The main objections can be summarised as follows: (i) The proposal is not directly related to Port activities and is not good for the regeneration of the town; (ii) There will be adverse effects on air quality; (iii) There will be increased congestion on the roads; (iv) There will be an adverse effect on surrounding land and wildlife including at Tide Mills and the coast; (v) There will be a health hazard and pollution; (vi) Newhaven already has an incinerator; (vii) Tourism will be affected; and (viii) Not much research has been undertaken into gasification.

One letter has been received which raises no objections and notes that the proposal would help the town through regeneration, there would be fewer vehicle movements compared to other development, for example, a new cargo shipping facility, and that crematoria are often placed in or near to towns.

4.8 Keith Taylor, Green MEP for South East England objects for the following reasons: (i) An Environmental Impact Assessment should be required; (ii) The level of waste importation should be controlled and the site is not identified in the Waste and Minerals Plan; (iii) Monitoring should be required on the development's procedures; (iv) Traffic and plant emissions will affect air quality; (v) Biodiversity will be affected, including at Tide Mills; and (vi) Most medical waste need not be incinerated.

Representations have also been received from the following organisations:

4.9 The South Downs National Park Authority raises strong concerns regarding the impact of the scheme as it is another industrial process within a short distance of important habitats, the Local Wildlife Site and River Ouse. Particular concerns are that there is increasing pressure on all the green spaces and tranquillity surrounding the port. While it is understood that the proposal uses an existing building and is completely contained, it brings nothing valuable to the area and the port has made a commitment to invest in greener development.

4.10 Seaford Town Council objects on the grounds that: (i) The height of the proposed stack will have an adverse effect on the amenity of the adjacent Tide Mills/National Park area and on views across the Bay from Bishopstone and Seaford towards Newhaven Harbour; (ii) Given the prevailing winds, pollution from the unit will have an adverse effect on Bishopstone and Seaford; (iii) The development will lead to an increase in traffic along the congested A259 through Seaford to and from Newhaven given that waste from the Eastbourne DGH will be processed at the site; and (iv) The application does not give full details of the proposal and how it will be monitored.

4.11 Community Action Newhaven objects to the proposal and has submitted a copy of its letter objecting to the Environmental Permit, which refers to emissions and air quality, lack of data on gasification, incompatibility with local policies and plans and legal obligations in relation to biodiversity.

4.12 South Highton Parish Council objects to the proposal on the grounds that the proposal is not in keeping with the Core Strategy of clean and green developments for the area. It also refers to the proposal using hazardous waste and that an EIA should be required.

5. The main Development Plan and other policies of relevance to this decision are:

5.1 East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013: Policies: WMP3b (Turning waste into a resource); WMP3c (Production of energy from waste); WMP5 (Net self-sufficiency); WMP7a (Sustainable locations for waste development); WMP23a (Design principles); WMP25 (General amenity); WMP26 (Traffic impacts); WMP27b (Environment); WMP28a (Flood risk).

5.2 East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan 2017: No specific policies relate to the application site.

5.3 Lewes District Local Plan Part 1, Joint Core Strategy 2010-2030, 2016: Core Policies: 4 (Encouraging economic development and regeneration); 9 (Air quality); 10 (Natural environment and landscape character); 12 (Flood risk and sustainable drainage).

5.4 Lewes District Local Plan 2003: Saved Policy ST3 (Design, form and setting of development).

5.5 National Planning Policy Framework (NPPF) 2018

The NPPF sets out the Government's policies for England and how these should be applied. While the NPPF is a material consideration in planning decisions, applications for planning permission must be determined in accordance with the Development Plan. Although the NPPF does not contain specific waste policies, consideration must be given to other policies which are considered to be relevant.

6. Considerations

Turning waste into a resource

6.1 Policy WMP3b of the Waste and Minerals Plan offers support to the development of new waste management facilities which can demonstrate that the waste cannot reasonably be managed by a process which is further up the waste hierarchy and the process is an option which delivers the best overall environmental outcome. Policy WMP3c requires, *inter alia*, that proposals for waste management facilities primarily intended to recover energy from waste should demonstrate that the feasibility of recovering heat for local use has been thoroughly considered and where appropriate, methods for doing so have been incorporated into the development.

6.2 The proposal is intended to generate electrical and thermal energy using advanced gasification and heat recovery technology. The electricity produced will be used on site and supplied to the National Grid, while surplus heat will be available for supply to suitable developments within the vicinity of the plant, for example, the proposed residential and commercial developments at Eastside (land immediately to the west of the Port Access Road).

6.3 The gasification plant would be able to manage up to 4,380 tonnes per year of non-hazardous clinical/healthcare waste, such as nappies, dressings and pharmaceutical materials. This type of waste is normally disposed of through landfill or by incineration and is not ordinarily suited to management through recycling or composting. The applicant considers that gasification offers the opportunity to maximise the resource value from this type of waste by subjecting it to a controlled process that would be able to extract the

maximum energy value from it and at the same time, reduce greenhouse gas emissions.

6.4 The gasification process is an advanced thermal treatment process involving the controlled combustion of waste in the presence of a limited quantity of oxygen within the reaction chamber. The main product of the decomposition process is a combustible gas comprising carbon monoxide, hydrogen and oxygen, known as 'syngas'. This gas can then be combusted in a secondary chamber and energy recovered via a steam circuit (essentially, water converted to steam and heated to run a turbine to produce electricity). By burning syngas, the emissions from the secondary chamber can be fed back into the primary chamber where the carbon dioxide content of the exhaust gas is reduced back to carbon monoxide. This means that the carbon dioxide production of the process is only 4% of total organic carbon content compared with 12% for more typical combustion. There is a solid residue, which is non-combustible and contains a relatively low level of carbon.

6.5 For this proposal, the gasification process is relatively small scale and uses waste streams that can maximise thermal energy. Due to these streams being selected for use (within the provisions of the Permit) to maximise energy output, there is more control of the combustion process, compared to typical incineration, leading to the potential for greater efficiencies. The process can be considered to represent an option which delivers the best environmental outcome for the management of this particular waste stream and as far up the waste hierarchy as practicably possible, thereby according with Policies WMP3b and WMP3c of the Waste and Minerals Plan.

6.6 Incineration, on the other hand, typically involves the direct combustion of unprocessed and unselected waste on a large scale, with sufficient oxygen being available to fully oxidise the waste. The waste is converted into carbon dioxide and water with the resulting emissions controlled through a catalyst prior to release from a stack.

Location of facility at Newhaven Port

6.7 Newhaven Port is an industrial area and contains active wharves and buildings used for various commercial activities. Other areas near to the Port, for example, at Beach Road to the north, are also industrial in nature. Within the southern part of the Port, East Quay accommodates assorted businesses, including a metal recycling facility on the quayside and buildings which are used for both port related and non-port related activities. East Quay is also one of the designated Enterprise Zones within the town where the focus is on encouraging economic development and the creation of jobs, particularly in relation to clean and green technologies (for example, through the C2CLEP Strategy and the ESCC Growth Strategy). The District Council's Regeneration Team has highlighted the clean technology aspirations for the area and that, in its view, the proposal accords with them. The Team also acknowledges that the proposal would contribute to increasing job opportunities within the town. In total, 13 full time jobs would be created through the operation of the development.

6.8 The application site is also identified by the Waste and Minerals Plan as being within a broad area of focus (under Policy WMP7a), which is an area where the greatest sustainability benefits are likely to be achieved regarding new waste development or extensions to existing sites. This is because they are more likely to be close to waste arisings, better transport infrastructure and complementary industries. Although the clinical/healthcare waste for the plant would be imported from a handling facility in West Sussex, the sources of this waste would include outlets from within the Plan Area (i.e. East Sussex and Brighton & Hove). The use of facilities to manage waste in different administrative areas is not unusual, particularly when dealing with more specialised types of waste and Government guidance makes clear that there is no expectation that each local planning authority should deal solely with its own waste to meet the requirements of self-sufficiency and the proximity principle.

6.9 The proposal has been advertised as not complying with Core Policy 4(7) of the Lewes District Local Plan Core Strategy, as it is not directly linked to the Port's continued use for freight and passengers. However, East Quay already accommodates businesses which are not directly related to port activities. Moreover, the Port Masterplan refers to advanced manufacturing as a key proposal at East Quay, and the District Council refers to the proposal aligning with the strategies and ambitions of the Enterprise Zone, including the vision for Newhaven in the District Council's Local Plan, which supports economic development centred upon high-tech industry in the Port. Therefore, the strict non-compliance with Core Policy 4(7) is not considered to be significant.

Amenity and traffic considerations

6.10 As noted above, Newhaven Port accommodates various businesses, which can, at times, generate a lot of activity in the locality, including from vehicle movements. The proposal will also generate some activity as a new operating business, although this will be modest. Vehicle movements during the construction phase and thereafter, during operations, would be limited (refer to paragraph 2.2). The applicant would be using a low emissions vehicle (Euro 6 compliant) to collect waste and would take advantage of the A26 and A27 Trunk Roads in to and out of West Sussex. It is anticipated that any other HGVs visiting the site during the construction phase or collecting residues during operations, would also use these roads, thereby avoiding the AQMA to the west of the river.

6.11 Although the plant would operate continuously, it would be fully contained within Unit 4a. While some noise would be generated from the plant, it is not anticipated from the Council's knowledge of the background noise levels in the locality, and from the information provided by the applicant, that the plant would emit levels that would have an adverse effect on the amenity of the occupiers of the nearest residential properties.

6.12 The waste would be transported in sealed containers and sacks, which would be deposited within the building once the shutter doors are fully closed. A constant negative pressure would be maintained throughout the feedstock and fuel feed system, thereby containing any odour.

6.13 A metal recycling facility is a short distance to the west of Unit 4a, which uses the quayside to store waste materials for export by ship. This screens much of the Fisher Terminal building from the west and would be likely to obscure some of the potential views of the proposed stack. From the north and east, views of the stack would be possible from more elevated land but they would be seen in the context of the industrial environment of the Port and likely viewed against rising land to the west.

6.14 Many representations have been received which consider that the proposal will result in adverse effects to amenity, including traffic congestion. There is no evidence from the information provided in the application, and from consideration of the issues, that the proposal will result in such effects. As such, the proposal will comply with the provisions of Policy WMP25 of the Waste and Minerals Plan and Saved Policy ST3 of the Lewes Local Plan, regarding effects to amenity, and Policy WMP26 of the former, regarding the effects of traffic.

Other matters

6.15 South Downs National Park: The NPPF requires development to be sustainable as well as contribute to and enhance the natural environment by protecting and enhancing valued landscapes, with particular weight given to nationally designated landscapes. The NPPF requires development to be of good design and respond to local character distinctiveness. The Waste and Minerals Plan also requires that development should complement the built form of the area and take into account local landscape and distinctiveness (Policy WMP23a).

6.16 Although the boundary of the SDNP is some 370 metres from Unit 4a, some representations contend that the proposal would have an adverse effect on the interests of the Park, including from the National Park Authority. However, the proposal would not involve any additional land take, as it would be fully contained within an existing building and on associated land at the Port. The only external alterations to Unit 4a would involve cladding to the external façade to match upgraded neighbouring units, and the installation of a stack which would rise 5.65 metres above the roof plane. Although the latter, in particular, might be visible from outside the Port, it would represent a modest structure in the context of the industrial Port environment.

6.17 The proposal is considered to be in keeping with other built form in the area and would not result in any adverse effect to the interests and purposes of the National Park or to the local landscape. As such, there would be no conflict with policy.

6.18 Tide Mills Local Wildlife Site (LWS): Policy WMP27 of the Waste and Minerals Plan seeks to conserve and enhance the local natural environment and permission will not be granted where the development would have a significant adverse effect on sites of national or local importance for nature conservation, including LWSs. Policy 10 of the Lewes Core Strategy also seeks to conserve and enhance the natural environment in the district, including locally designated sites.

6.19 The undeveloped part of the Tide Mills LWS is located to the north and east of the Fisher Terminal building (the nearest point being 130 metres from Unit 4a to Mill Creek and 40 metres from the proposed car park to Mill Creek). Some representations have referred to the proposal taking land from within the LWS and having an adverse impact on birds and other wildlife within the area. However, as previously noted, the proposal would be located on existing developed land within the Port and would have no effect on the interests of the Tide Mills LWS in relation to its location. In terms of the potential for pollution to these interests, the Environmental Permit regulates this matter and has considered that the development is acceptable in relation to the effects on water, air and land.

6.20 It is not anticipated that there would be any adverse effect on the Tide Mills LWS and therefore, no conflict with relevant Development Plan policies would arise.

6.21 Flood risk and drainage: Policy WMP28a of the Waste and Minerals Plan requires development to, inter alia, adequately provide for the implications of flood risk, have no significant adverse impact on nature conservation and amenity value of rivers and the marine environment and have appropriate measures in place to reduce surface water run-off including the provision of sustainable drainage systems. Core Policy 12 of the Lewes Core Strategy also seeks to reduce the impact of flooding, including requiring the appropriate management of surface water run-off.

6.22 Mill Creek is about 40 metres to the north of the proposed car park and the River Ouse is a short distance to the west. Both discharge into the English Channel and are classified as Main Rivers by the EA.

6.23 A Flood Risk Assessment (FRA) was carried out by the applicant to inform the application and has considered the issues associated with all sources of flooding, including tidal and fluvial, although the primary risk would be tidal. The FRA has concluded that the proposal would not introduce any new flood risk as the development would be housed within an existing building and no additional groundworks would be undertaken in relation to the installation or operation of the plant. Moreover, stringent procedures and staff training would address the risk to life and possible pollution issues.

6.24 The EA has considered the FRA and raises no objections, providing the measures detailed in the FRA are implemented and secured by condition. Furthermore, the County Council, as Lead Local Flood Authority, has also considered the proposal in relation to drainage and raises no objections.

Subject to relevant requirements, it is considered that the proposal accords with relevant policies regarding flood risk and drainage.

7. Conclusion and reasons for approval

7.1 In accordance with Section 38 of the Planning and Compulsory Purchase Act 2004 the decision on this application should be taken in accordance with the Development Plan unless material considerations indicate otherwise.

7.2 The proposal is for the installation of a gasification plant in Unit 4a in the Fisher Terminal building in Newhaven Port to dispose of non-hazardous clinical/healthcare waste, involving deliveries once or twice a day. There would be no external changes to Unit 4a except for the installation of a stack, which would vent emissions and be controlled through an approved permit issued by Lewes District Council, and cladding to the external façade.

7.3 The gasification plant would be able to dispose of this waste through a controlled combustion process, which would otherwise be disposed of through incineration or landfill, and maximise the energy value from it. The plant would provide both electrical energy (used on site and exported to the National Grid) and thermal energy (available for use in future developments in the locality). The plant would be fully contained within the building and would have no significant adverse effects regarding noise and air quality (including odour), or visual effects.

7.4 The development is considered to be acceptable and accords with: Policies WMP3b, WMP3c, WMP7a, WMP23a, WMP25, WMP26, WMP27b and WMP28a of the East Sussex, Brighton & Hove Waste and Minerals Plan 2013; Core Policies 4, 9, 10 and 12 of the Lewes District Local Plan, Joint Core Strategy 2016; Saved Policy ST3 of the Lewes Local Plan 2003; and the provisions of the National Planning Policy Framework 2018.

7.5 In determining this planning application, the County Council has worked with the applicant and agent in a positive and proactive manner. The Council has also sought views from consultees and neighbours and has considered these in preparing the recommendation. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, and as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

7.6 There are no other material considerations and the decision should be taken in accordance with the Development Plan.

8. Recommendation

8.1 To recommend the Planning Committee to grant planning permission subject to the following conditions:-

1. The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the drawings and documents listed in the Schedule of Approved Plans.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. The delivery or collection of materials by heavy goods vehicles during the period of construction shall not take place except between the hours of 07.00 - 18.00 on Mondays to Fridays inclusive and 07.00 - 13.00 on Saturdays and not at any time on Sundays and Bank and Public Holidays, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: To reduce the effect of the development on the amenity of persons within the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

4. The delivery or collection of materials by heavy goods vehicles during the period of development when the plant is operational shall not take place except between the hours of 07.00 - 18.00 on any day, unless otherwise agreed in writing with the Director of Communities, Economy and Transport.

Reason: To reduce the effect of the development on the amenity of persons within the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

5. The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment (FRA), dated 1 September 2017 (ref. CTECFRA1).

The mitigation measures highlighted in sections 4 and 8 of the FRA shall be fully implemented prior to the occupation of Unit 4a and shall be maintained throughout the duration of the development.

Reason: To reduce the risk of flooding in accordance with Policy WMP28a of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

6. There shall be no storage, deposit or placement of any materials, containers, structures or items of plant outside Unit 4a at any time.

Reason: In the interests of the amenity of the locality, in accordance with Policy WMP25 of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013.

INFORMATIVE

1. The Applicant's attention is drawn to the following:

An environmental permit, or an exemption, may be required from the Environment Agency (EA). Therefore, the applicant should contact the EA on 03708 506 506 to establish whether such a requirement is necessary.

The applicant is advised to contact Southern Water in relation to any works that might affect a public sewer or if a connection to one is required. The contact number is 0330 303 0119 at Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire.

Schedule of Approved Plans

Supporting Statement, October 2018, Flood Risk Assessment, 1 September 2017, Site Location Plan Ctec004/Rev1, 10.10.2018, Newhaven Port buildings_iss05 Rev5, CTEC Deliveries HGV RevB Swept Path

RUPERT CLUBB

Director of Communities, Economy and Transport
8 January 2019

BACKGROUND DOCUMENTS

Application file LW/815/CM
The Development Plan
Newhaven Port Masterplan 2012
National Planning Policy Framework 2018