

Appendix 6

Appendix 6.1 Transport Assessment



Connon Bridge

Transport Assessment

For Cornwall Energy Recovery Ltd

Date: 5 February 2021

Doc ref: 14666-HYD-XX-XX-RP-TP-4001

DOCUMENT CONTROL SHEET

Issued by	Hydrock Consultants Limited 2 East Pool Tolvaddon Energy Park Camborne Cornwall TR14 0HX United Kingdom	T +44 (0)1209 719037 F +44 (0)870 838 1078 E camborne@hydrock.com www.hydrock.com
Client	Cornwall Energy Recovery Ltd	
Project name	Connon Bridge	
Title	Transport Assessment	
Doc ref	14666-HYD-XX-XX-RP-TP-4001	
Project no.	14666	
Status	S3	
Date	05/02/2021	

Document Production Record		
Issue Number	P03	Name
Prepared by	Annie Chapelton BSc (Hons)	
Checked by	Neil Buckman	
Approved by	Neil Buckman	

Document Revision Record			
Issue Number	Status	Date	Revision Details
P01	S3	05/10/2020	DRAFT - For Client Comment and Review
P02	S3	15/12/2020	DRAFT - For Client Comment and Review
P03	S4	05/02/2021	Final

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

CONTENTS

1.	INTRODUCTION & BACKGROUND	1
1.1	Introduction	1
1.2	The Planning Application	1
1.3	Policy and Guidance.....	2
1.4	Scope of Report	3
2.	SITE LOCATION & EXISTING CONDITIONS	4
2.1	Site Location & Existing Conditions.....	4
2.2	Vehicular Access	5
2.3	Local Highway Network	5
2.4	Public Rights of Way (PRoW)	6
2.5	Highway Safety	6
3.	TRANSPORT POLICY & GUIDANCE CONTEXT.....	9
3.1	Introduction	9
3.2	National Policy	9
3.3	Local Policy.....	10
3.4	Additional Guidance.....	10
4.	SITE ACCESSIBILITY	12
4.1	Introduction	12
4.2	Pedestrian Accessibility.....	12
4.3	Accessibility by Cycling.....	12
4.4	Public Transport Accessibility.....	13
4.5	Accessibility Summary.....	14
5.	THE DEVELOPMENT PROPOSALS	15
5.1	Overview.....	15
5.2	Quantum of Development	15
5.3	Access Arrangements.....	15
5.4	Internal Layout and Parking Provision.....	15
5.5	Construction Movements	16
6.	TRAFFIC IMPACT	17
6.1	Overview.....	17
6.2	Trip Generation.....	17
6.3	Trip Distribution	20

6.4	Summary of Development Trip Impact	22
6.5	Traffic Routing.....	22
7.	SUMMARY & CONCLUSIONS.....	23
7.1	Summary.....	23
7.2	Conclusions.....	23

Tables

Table 4-1: Bus Service Provision	13
Table 6-1: Existing Waste Vehicle Arrivals and Departures.....	18
Table 6-2: Existing and Proposed Waste Vehicle Arrivals and Departures.....	19
Table 6-3: Comparison of 2016 Landfill and Proposed Waste Vehicle Arrivals and Departures	20
Table 6-4: Distribution and Generation of Daily Trips.....	20
Table 6-5: Base Survey Data - DfT	21

Figures

Figure 2-1: Site Location	5
Figure 2-2: Location of recorded PIAs.....	7
Figure 6-1: Existing Arrival and Departure Profile.....	18
Figure 6-2: Total Proposed Waste Vehicle Arrival and Departure Profile	19
Figure 6.3: Change in Daily Traffic Flows.....	21

Appendices

Appendix A	Scoping Response
Appendix B	Grant of Conditional Planning Permission and subsequent conditions
Appendix C	Site Boundary Location
Appendix D	Public Rights of Way
Appendix E	Walking Isochrone
Appendix F	Cycling Isochrone
Appendix G	Proposed Site Layout

1. INTRODUCTION & BACKGROUND

1.1 Introduction

- 1.1.1 Hydrock has been commissioned on behalf of SUEZ Recycling & Recovery UK to undertake a Transport Assessment (TA) in support of a proposed further development of the existing operational Connon Bridge Landfill Management Facility south of East Taphouse, Liskeard, Cornwall.
- 1.1.2 This TA serves to demonstrate that the above application is acceptable in terms of transportation, highway safety and access. In addition, the preparation of this TA has been conducted in accordance with relevant national and local planning policies, with the Local Planning Authority (LPA) and Local Highway Authority (LHA) both being Cornwall Council (CC). Highways England, in their role managing the Strategic Highway Network have provided a scoping response, included at Appendix A which has been considered in the preparation of this report. Comments from Cornwall Council's Highways Department have also been considered and are attached at Appendix A.
- 1.1.3 The TA sets out transport issues relating to the application site (existing conditions) and provides details of the development proposals; including issues associated with accessibility and connectivity, an assessment of the traffic predicted to be generated and the corresponding traffic impact on the surrounding highway network.
- 1.1.4 In preparing this report, the recent safety record of the local highway network has been examined, as has the accessibility of the application site by non-car modes of transport.
- 1.1.5 This TA also forms an Appendix to an Environmental Statement prepared as a result of the proposals being subject to the Environmental Impact Assessment (EIA) process.

1.2 The Planning Application

- 1.2.1 A previous planning application which was approved 17th December 2013, including the following development proposals:

PA12/06980 | Proposed further development of the existing operational Connon Bridge landfill waste management facility, such further development being;

- i) increase in consented landfill void space through a lateral extension within the existing operational area such extension not to increase existing consented maximum tipping height;*
- ii) extension of the time of operation of the landfill site and other waste management activities until 31st December 2036 these retained activities being, Household Waste Recycling Centre, site offices and weighbridges, leachate management system including leachate treatment and storage tanks, (existing gas engines and flare are subject to separate planning permission's CN61(22) & CN61(26)) use of the Bodithiel fields to the north of the operational landfill area for the spray irrigation of leachate, retention of the existing Waste Transfer Station building for use for Waste Transfer, and associated existing site infrastructure required for the operation and progressive restoration of the facility such as fencing, gates and CCTV;*
- iii) use of the former Waste Transfer Station building to produce Refuse Derived Fuel from waste wood;*
- iv) the continued use of the former Waste Transfer Station building to produce refuse Derived Fuel from residual waste.*

- 1.2.2 A further planning application which was approved on 16th August 2019, which included the following development proposals:

PA19/01517 | Proposed further development of the existing operational Connon Bridge landfill waste management facility with variation of Condition Nos. 2, 3, 4, 10, 11, 13, 15, 23, 31, 32, 33, 35, 36, 37, 38 and 40 of PA12/06980 seeking revised (reduced level) contours and revised restoration strategy including drainage / planting / public access / restoration hours matters. This was extended under application ref PA20/09255 to allow further time for completion of the remediation works.

- 1.2.3 The Planning Permission is attached at Appendix B to this document. The red line site boundary location is attached as Appendix C.

1.3 Policy and Guidance

- 1.3.1 The National Planning Policy Framework (NPPF) sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 1.3.2 The most recent NPPF was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking. Guidance on the application of NPPF is provided in National Planning Policy Guidance (NPPG).
- 1.3.3 The NPPF outlines in paragraph 109 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 1.3.4 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 1.3.5 Having regard to the above objectives, the proposed site benefits from existing measures to connect the site with the adjacent community and sustainable travel network, This report considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.
- 1.3.6 The National Planning Policy for Waste seeks to ensure that waste is managed in the most efficient and sustainable manner. It recognises the role suitable positioning of waste facilities can play in the development of sustainable communities. It sets out that considerations should include the suitability of the access links.
- 1.3.7 The Local Policy framework is set by the Cornwall Local Plan (CLP), which was adopted in 2016, which seeks to manage change in a positive way. In doing this the plan attempts to provide for the future needs of the community. The plan supports sustainable economic growth and provides policies to support the delivery of housing to meet needs.
- 1.3.8 Policy 27 of the CLP states that all developments should provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. For major developments to ensure a resilient and reliable transport system for people, goods and services, development proposals should be consistent with and contribute to the delivery of Cornwall's Local Transport Plan and locate development and / or incorporate a mix of uses so that the need to travel is minimised.

1.4 Scope of Report

- 1.4.1 The structure of the report has been prepared in accordance with the National Planning Practice Guidance and the scoping responses of from Cornwall County Council to an EIA scoping request. That scoping response was informed by Cornwall Council's own officers acting in their role as Local Highway Authority and Highways England in their role managing the Strategic Highway Network. The scoping response is included at Appendix A.
- 1.4.2 The TA broadly includes the following:
- Description of the location of the site as well as a review of the existing conditions of the surrounding local highway network including access and parking, existing traffic flow patterns and highway safety.
 - Audit of walking and cycling routes and analysis of the connectivity of the site with regard to local facilities and amenities.
 - Review of public transport provision and facilities.
 - Development proposals, in particular access by all modes, site design principles and car parking.
 - Traffic Impact Assessment of the proposed changes.

2. SITE LOCATION & EXISTING CONDITIONS

2.1 Site Location & Existing Conditions

- 2.1.1 The application site is located to the south-west of the village of East Taphouse, approximately 2.5km (1.5 miles) south of the village of East Taphouse, 6km (4 miles) south-west of Dobwalls and 11km (7 miles) south-west of Liskeard.
- 2.1.2 The application site is located within the wider former landfill complex which is approximately 68 hectares (ha) in extent and includes existing offices, a Household Waste Recycling Centre (HWRC) and a Refuse Transfer Station (RTS). Further information on what can be recycled at the site is available on their website¹. It is noted that there are no restrictions on the current planning consent in terms of the quantum of vehicles which can serve the facility, however there is a limit on the annual tonnage that the RTS facility can accept (49,000 tpa)
- 2.1.3 Previously, the site has operated as an active landfill, with landfill operations ceasing in 2018, which is now coming to the end of its restoration
- 2.1.4 To the south of the application site is the unclassified rural road and to the west is the B3359, which provides access onto the A390 and A38. Existing fields are to the north and east of the site, with a number of existing buildings also located to the immediate south, including Higher Penhole Farm, Penhole Cottage and West Trevillis Farm.
- 2.1.5 The close proximity of the A390 and the A38 gives the application site an important position within the road network. The A390 provides a connection south-west approximately 24km (15 miles) to St Austell and a wider connection of approximately 48km (30 miles) towards Truro, Cornwall's centre for administration, leisure and retail. The A38 provides a connection east approximately 40km (25 miles) towards the city of Plymouth and provides a connection west of approximately 15km (10 miles) towards Bodmin and the A30(T). Figure 2-1 illustrates the location of the application site in relation to East Taphouse and the surrounding highway network, which is provided and discussed in further detail in the following section.

¹ www.suezcornwall.co.uk/what-we-do/recycling/connon-bridge

Figure 2-1: Site Location



2.2 Vehicular Access

- 2.2.1 The application site is accessed approximately 140m east via a priority T-junction arrangement from the B3359 onto an unclassified rural road, which routes in an east-west alignment along the southern frontage of the application site towards Connon Bridge. The unclassified rural road provides average carriageway widths of approximately 6m with a footway circa 1.5m available along the southern edge of the carriageway.
- 2.2.2 From the public highway, the RTS and HWRC use the same priority junction. Vehicles accessing and exiting the HWRC turn off the access road immediately after the main entrance, whereas vehicles follow a separate road to the north towards the RTS. An existing car parking facility for staff is situated to the east of the internal road.
- 2.2.3 The existing daily traffic generation of the Household Waste Recycling Centre (HWRC) is an estimated 1092 two-way vehicle movements (546 in 546 out). The HWRC is not part of the development proposals and therefore HWRC trip generation will not change as a result; however, trips associated with its use have been included in Section 6.3 as the HWRC utilises the same access.

2.3 Local Highway Network

B3359

- 2.3.1 The B3359 routes in a north-south alignment from the A390 to the west of the application site. The B3359 provides a link south-east through a number of rural villages and hamlets before terminating at the hamlet of Barcelona. In the vicinity of the application site, the B3359 provides average carriageway widths of approximately 7m and is subject to the National Speed Limit (NSL).

A390

- 2.3.2 The A390 is located approximately 2km (1.2 miles) north of the application site, which routes in a north-east to south-west alignment between Dobwalls, Lostwithiel, St Austell and Truro before eventually adjoining the Chiverton Cross (Three Burrows) Roundabout which provides access to the A30(T), A3075 and B3277. In relation to the application site, the A390 provides average carriageway widths of approximately 7m and is subject to a restricted 30mph speed limit which transitions into a 50mph speed limit approximately 70m west after accessing the carriageway.
- 2.3.3 Approximately 200m east from the B3359 / A390 priority T-junction arrangement, footways circa 2m are provided on both edges of the carriageway, with dropped kerbing and pedestrian refuge islands provided where necessary.

A38

- 2.3.4 The A38 forms part of the Strategic Road Network (SRN) carrying significant volumes of high-speed traffic throughout the year. The A38, part of which is known as the Devon Expressway, routes between Bodmin and Exeter. In context to the application site, the A38 provides a link to Liskeard and Plymouth to the east, and Bodmin and access to the A30(T) to the west.
- 2.3.5 The nearest points of access to the A38 from the application site are via Cross Roads, approximately 5km (3 miles) north-east and north-west via West Taphouse. The A38 can also be accessed via Twelvewoods Roundabout, approximately 5.5km (3.5 miles), with all three routes utilising the A390.

2.4 Public Rights of Way (PRoW)

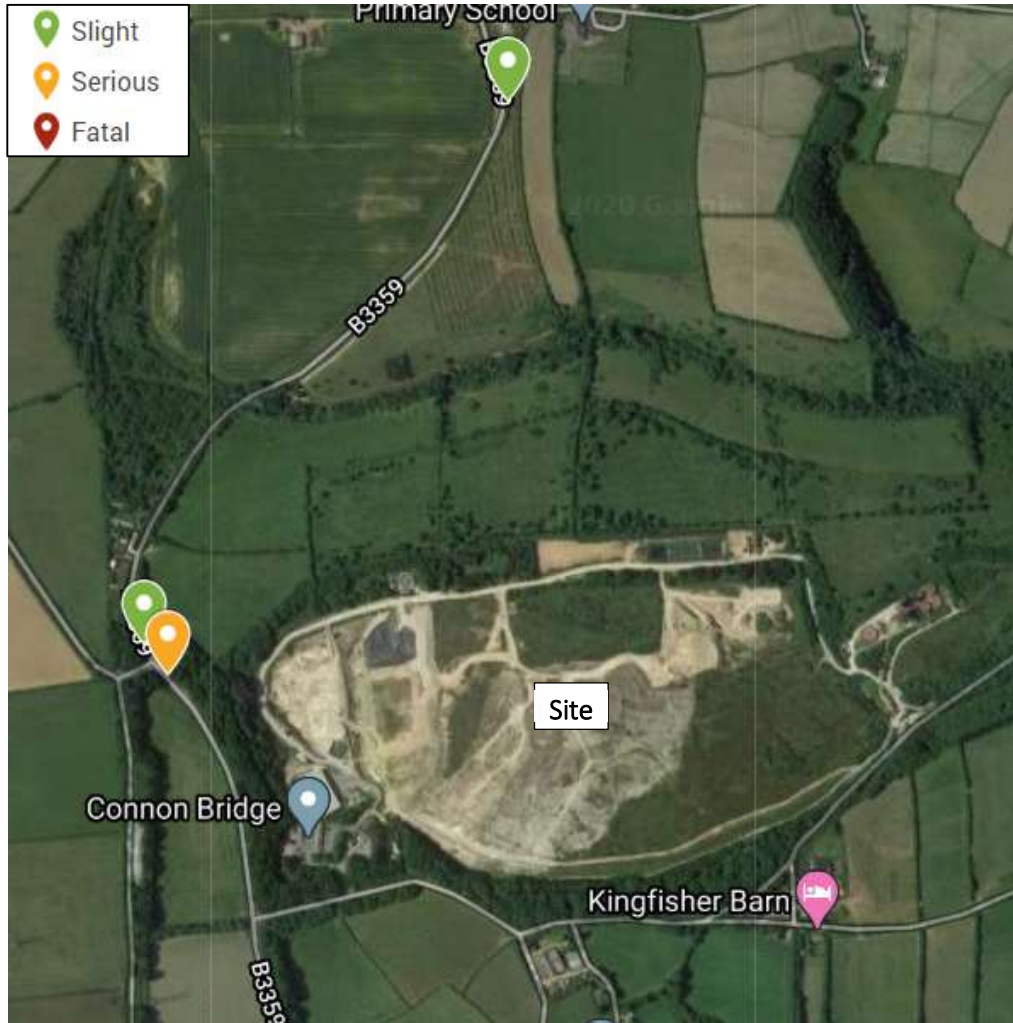
- 2.4.1 Public Rights of Way (PRoW) are highways over which the public have linear rights of access and are protected and maintainable at public expense by the Highway Authority (Highways Act 1980). The Definitive Map & Statement of Public Rights of Way (DMS) provides the legal record of all recorded Public Rights of Way and is conclusive evidence that public rights exist over land (Section 56 Wildlife & Countryside Act 1981).
- 2.4.2 The Definitive Map of Public Rights of Way (online version) has been obtained from CC and illustrates a PRoW Footpath within the vicinity of Connon Bridge, which routes in an east-west alignment within the northern boundary of the application site. The Footpath (No. 633/4/1) is a Priority Silver listed PRoW which connects between the B3359 and an unclassified rural road. There are also an additional two Footpaths (No's. 633/2/1 & 633/3/1) which are Priority Gold Listed and a Bridleway (No. 633/1/1) which is Priority Bronze listed, throughout East Taphouse.
- 2.4.3 Whilst there are PRoW routes through the application site, it is considered that any development will not impact or disrupt the local PRoW network and the safety of the users of said Footpath. Once the landfill is restored, a permissive footpath will be in place across it. The Definitive Map of Public Rights of Way (online version) for the surrounding PRoW network in context to Connon Bridge is available to view within Appendix D.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data, for the most recent five-year period, has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. As such, the most recently available five-year dataset covers between 2014 and 2018.

- 2.5.2 A total of three PIAs were recorded within the study area between 2014 and 2018. This is plotted by severity in Figure 2-2.

Figure 2-2: Location of recorded PIAs



- 2.5.3 The purpose of examining PIA data is to ascertain if there are elements of the highway examined that may be casual factors in PIA events. It is unlikely that a single incident at a particular location will be of sufficient evidential value to implicate highway design or condition as a casual factor, unless the particular highway issues is in some way extreme, so particular attention is paid to accident clusters. Notwithstanding the foregoing, weather conditions can also affect the level of highway risk but mitigating hazardous weather conditions is not usually achieved through alterations to the highway.
- 2.5.4 Within the study area in the five-year period, three PIAs were recorded, two of which were slight in nature. One PIA was recorded as serious and there were no fatal accidents recorded within the vicinity of the site.
- 2.5.5 The PIA that was recorded as serious took place along the B3359 which involved one vehicle and resulted in one serious casualty. No incidents were recorded upon the unclassified rural road and within the vicinity of the site access point.
- 2.5.6 The PIA recorded north of the site that was slight in nature involved one vehicle; the road surface was wet and the driver simply lost control.

- 2.5.7 The slight in nature PIA, located near to the serious incident, involved two vehicles and one casualty. Vehicle one collided with vehicle two when vehicle two was in the process of turning right.
- 2.5.8 There are no recorded incidents that involved either a pedestrian or a cyclist and it is apparent that there is no pattern or cluster of incidents within a close proximity to the application site.
- 2.5.9 It is reasonable to suggest that the highway network in the vicinity of the application site operates in a low-risk manner and that there are no overriding safety issues or concerns. Although all incidents are regrettable, the PIAs occurred do not indicate a specific issue with the geometry of the highway that would be exacerbated by the proposals, particularly when considering there are existing pedestrian, cycle and vehicle movements in this area. Therefore, it is considered that any additional trips generated by the proposals will not have a detrimental impact on the local highway network and road safety.

3. TRANSPORT POLICY & GUIDANCE CONTEXT

3.1 Introduction

- 3.1.1 New developments should accord with national and local transport policies and government advice. Therefore, this document considers the highway policy and guidance documents listed below.

3.2 National Policy

National Planning Policy Framework (Feb 2019) - Section 9 - Promoting Sustainable Transport.

- 3.2.1 The revised NPPF states in paragraph 102 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places".*

- 3.2.2 Under 'considering development proposals' within the NPPF paragraphs 108 and 109 state:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

- 3.2.3 Paragraph 111 concludes that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".

3.3 Local Policy

Travel Plans - Advice for Developers in Cornwall (2013)

- 3.3.1 The document sets out the requirements / provisions for Travel Plans in Cornwall but also contains CC parking guidelines for a number of land uses for car parking, disabled parking, cycle parking and motorcycle / moped parking.

Cornwall Local Plan (2010 - 2030)

- 3.3.2 The Cornwall Local Plan was formally adopted on 22 November 2016, covering the period up to 2030. The Local Plan establishes the context for future growth and development within Cornwall and the framework for all development plan documents.
- 3.3.3 Policy 27 of the Local Plan Strategic Policies relates to Transport and Accessibility and states the following: -

"All developments should:

Provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. For major developments to ensure a resilient and reliable transport system for people, goods and services, development proposals should:

- 1. Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs; and*
- 2. Locate development and / or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel; and*
- 3. Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits; and*
- 4. Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development; and*
- 5. Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits; and*
- 6. Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and*
- 7. Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area".*

3.4 Additional Guidance

Manual for Streets 1 & 2 (MfS) - 2007 / 2010

- 3.4.1 Manual for Streets (MfS), published in March 2007 and updated in 2010, provides guidance for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones. It aims to increase the quality of life through good design which creates more people-

oriented streets. It is used predominantly for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.

3.4.2 MfS recommends that schemes should follow a user hierarchy which should prioritise the following from top to bottom: -

- » *Pedestrians;*
- » *Cyclists;*
- » *Public transport users;*
- » *Specialist service vehicles (e.g. emergency services, waste etc.); and*
- » *Other motor traffic.*

3.4.3 MfS aims to assist in the creation of streets that:

- » *Help to build and strengthen the communities they serve;*
- » *Meet the needs of all users, by embodying the principles of inclusive design (see box);*
- » *Form part of a well-connected network;*
- » *Are attractive and have their own distinctive identity;*
- » *Are cost-effective to construct and maintain; and*
- » *Are safe.*

3.4.4 Manual for Streets 2: Wider Application of the Principles (MfS2) forms a companion guide to Manual for Streets (MfS1). MfS2 builds on the guidance contained in MfS1, exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design guidance between MfS1 and the Design Manual for Roads and Bridges (DMRB).

4. SITE ACCESSIBILITY

4.1 Introduction

4.1.1 This chapter sets out the connectivity of the site to the surrounding area by sustainable modes of travel.

4.2 Pedestrian Accessibility

4.2.1 Paragraph 2.3 of TA91/05 Provision for Non-Motorised Users (NMU) states that *‘Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles (3.2km)’*. Paragraph 2.2 of TA91/05 states that *‘2 miles is a distance that could easily be walked by the majority of people’* and (at paragraph 2.3) that *‘Walking and rambling can also be undertaken as a leisure activity, often over longer distances’*.

4.2.2 Manual for Streets (MfS) guidance within paragraph 4.4.1 states that *“walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas, which residents may access comfortably on foot”*. In addition, the CIHT document ‘Planning for Walking’ (2015) states that *‘Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot’*.

4.2.3 Whilst there are no existing footways along the extent of the B3359, footway provision is provided along the southern edge of the site access carriageway in addition to the footway provision and infrastructure throughout East Taphouse. As discussed in Section 2.4, PRoW footpaths and a bridleway are existing throughout East Taphouse in addition to the existing footpath through the application site, which alongside with the existing pedestrian infrastructure provides a low-risk environment for pedestrian movements.

4.2.4 Aligned with the guidance stated in paragraph 4.2.1 of this TA, East Taphouse falls within a range of up to 3.2km that can be easily achieved by the majority of people. Furthermore, the PIA analysis in Section 2.5 highlights that only one serious and two slight incidents have occurred within the latest five-year period which did not involve a pedestrian, highlighting that there are no overriding safety issues or concerns with the surrounding highway network. Therefore, considering there are a number of existing residential properties throughout East Taphouse and within close proximity to the site, it is likely a number of pedestrian movements already occur in order to connect to the local services, such as the bus stops and Braddock C of E Primary School.

4.2.5 An isochrone generator via a Geographical Information Software (GIS), QGIS, was utilised in order to produce an isochrone consisting of a 2km walking catchment with 400m increments in context with the surrounding transport network. This map is available to view to the rear of this TA, attached as Appendix E.

4.3 Accessibility by Cycling

4.3.1 With regard to cycling, TA91/05 goes on to state (paragraph 2.11) that *‘Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 mile (8km). Cycling is also undertaken as a leisure activity, often over much longer distances.’* At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance *‘that could easily be cycled by the majority of people.’*

4.3.2 This is consistent with the statement in LTN02/08 Cycle Infrastructure Design (paragraph 1.5.1) that *‘for commuter journeys, a trip distance of over five miles is not uncommon’*, and that *‘Novice and occasional*

leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose’.

- 4.3.3 It is apparent that there are no existing cycle facilities / infrastructure in close proximity to the application site, however, the surrounding highway network including the B3359, A390 and A38 is deemed suitable to accommodate cyclists on carriageway considering the principles set out in MfS and the PIA data analysis undertaken within Section 2.5. Therefore, the surrounding highway network offers a low-risk environment for cycle trips to / from the application site.
- 4.3.4 Further afield, a National Cycle Network (NCN) Link Route which provides a connection between Bodmin Parkway Railway Station and NCN Route 3 is situated approximately 10km (6 miles) north-west of the application site. Route 3 connects Land’s End to Bristol, which routes through Bodmin and in turn provides a connection onto NCN Route 32 and the Camel Trail towards Wadebridge and Padstow.
- 4.3.5 An isochrone generator via QGIS was utilised in order to produce an isochrone consisting of a 5km cycling catchment with 1km increments in context to the surrounding transport network. This map is available to view to the rear of this TS, attached as Appendix F.

4.4 Public Transport Accessibility

Bus

- 4.4.1 There are a number of local bus stops throughout East Taphouse, with the nearest bus stop that provides relevant services (excluding college bus services) being the Bus Shelter, approximately 2.5km (1.5 miles) north-east of the application site. Additional stops through East Taphouse include the Jubilee Cottage and East Taphouse stops to the east and The Laurels and Middle Taphouse Farm stops to the west.
- 4.4.2 The services from the Bus Shelter stop includes service numbers 77 and 77A, which provide a connection to Liskeard; this service provides wider connections to areas such as Bodmin, Callington, Looe, Plymouth and St Austell. It is also important to note the availability of the National Express service numbers. 404 and 504 that route between Penzance and London Heathrow via a number of local connections including; Plymouth, Saltash, Liskeard, Bodmin, Newquay and Truro.
- 4.4.3 A summary of the local bus services from the bus stop mentioned above is shown in Table 4-1.

Table 4-1: Bus Service Provision

Service No.	Days of Operation	Hours of Operation	Route	Weekday Frequency
77	Mon – Fri	09:22-10:03	Middle Taphouse – Liskeard	1 Per Day
77A	Mon – Fri	12:45 – 15:46	Liskeard – Middle Taphouse	2 Per Day

Rail

- 4.4.4 Bodmin Parkway is the nearest mainline station to the site, located approximately 10km to the north-west. Liskeard Railway Station is located approximately 11km to the north-east of the site. Both of the

stations are situated on the Cornish Main Line, providing connections west to Penzance and east to Plymouth with the occasional through trains to London Paddington.

4.4.5 Two services arrive per hour from Penzance to Bodmin and from Plymouth to Bodmin Parkway.

4.4.6 Bodmin Parkway Station has 16 cycle storage spaces therefore allowing for linked trips.

4.5 Accessibility Summary

4.5.1 The site is situated in a reasonably sustainable location as it benefits from connections with established walking, cycling and public transport routes, albeit the semi-rural location results in greater walking distances than an urban location.

4.5.2 The choice of travel options within the vicinity of the site offers a realistic option for trips to and from the site via non-car modes. There is the potential for sustainable access to the site with the use of linked trips via walking, cycling and / or public transport.

4.5.3 In the current instance, it is likely the most suitable walking and cycling link will be between the application site and the bus stops located throughout East Taphouse.

4.5.4 In addition, car sharing provides a sustainable modal choice. It is considered to have many advantages as it reduces costs and provides an opportunity for discussion, both personal and work based. Staff can sign up to car share schemes in Cornwall via www.liftshare.com and www.blablacar.co.uk.

5. THE DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The application site location has been presented previously; the specific details of the development proposals including the site layout, car parking and the vehicular access will be presented in this section.

5.2 Quantum of Development

- 5.2.1 It is proposed that a new stand-alone waste building will be developed to the north of the existing Refuse Transfer Station (RTS). A new turning head for vehicle queuing will also be created along the landfill haul road.
- 5.2.2 It is anticipated that the new waste contracts and further development will generate approximately 6,000 tonnes per annum of food waste, which will be transferred as a separate commodity and an increase in residual waste. The assessment which follows has been based on reasonable assumptions of expected usage.
- 5.2.3 It is proposed that the existing operating hours are retained as per the following, with no working on Sundays, Christmas Day or Boxing Day:
- » 07:00 - 17:00 hours between Monday to Friday; and
 - » 07:00 - 13:00 hours on Saturdays.
- 5.2.4 The proposed site layout is attached as Appendix G
- 5.2.5 The application is for the use of the site on a temporary basis, until 2036.

5.3 Access Arrangements

- 5.3.1 Pedestrian and cyclist access to the site will be unchanged as a result of the development proposals.
- 5.3.2 The existing vehicular access is provided via a priority T-junction along an unclassified rural road at the southern frontage of the application site, which connects to the B3359 which routes adjacent to the western boundary of the site.
- 5.3.3 The site is accessed approximately 140m east via a priority T-junction arrangement from the B3359 onto an unclassified rural road, which routes in an east-west alignment along the southern frontage of the application site towards Connon Bridge. The unclassified rural road provides average carriageway widths of approximately 6m with a footway circa 1.5m available along the southern edge of the carriageway.
- 5.3.4 It is proposed that vehicles arriving and exiting with waste will utilise the existing vehicular access arrangements discussed above. Furthermore, vehicles accessing and egressing the HWRC will utilise the vehicular internal layout arrangements.

5.4 Internal Layout and Parking Provision

- 5.4.1 The internal layout of Connon Bridge and parking provision will remain largely as per the existing on-site provision.
- 5.4.2 It may be necessary for vehicles to queue to empty their loads; however, provisions will be put in place internally to allow for vehicle manoeuvring and stacking. It is proposed that vehicles will continue over the existing weighbridge to the existing landfill haul road to the gas compound where a turning head

will be provided. With the proposed new arrangements there will be adequate queuing space and therefore no queuing will occur on the highway.

5.5 Construction Movements

- 5.5.1 Whilst details of vehicle movements associated with the construction phase are not currently known, there will be a requirement for a Construction Traffic Management Plan to control construction vehicle movements. It is anticipated that the construction will take around 12 months to complete. Construction traffic will come in peaks and troughs throughout the construction programme and worst case vehicle movements will not exceed those associated with the proposed development (an additional 106 two way movements in addition to the existing traffic associated with the site).
- 5.5.2 In the first instance construction traffic will focus on the delivery of the welfare and key pieces of plant and machinery for the works. This will then be followed by a supply of materials. If soils exports off site are required then this will be undertaken over a shorter period (indicatively 3-4 weeks) as possible but vehicle movements will be kept in line with the movements outlined above although these will be in amongst existing waste management traffic serving the waste management assets. Material deliveries will continue throughout the build programme as the different elements of the scheme progress including but not limited to cladding, steelwork, roller doors and concrete deliveries. After the movements associated with the soil exports (as required) the deliveries of materials and supplies are anticipated to be lower in total volume than the operational traffic, and therefore have lower impacts.
- 5.5.3 Construction vehicles will access the site via the B3359. Those travelling from the north east would route along the A30 which forms a junction with the A38. From the east, vehicles would route via the A38, and the A390 and A30 would be used for those travelling from the south west and west. The B3359 would provide access directly from the south.
- 5.5.4 Measures would be adopted during the construction phase to minimise the impact of construction traffic movements. Whilst construction movements are not proposed to exceed those of the proposed operational development, the following measures would be considered to reduce the impact of these movements on the surrounding environment;
- The production of a plan detailing measures to reduce the contract duration and the number of trips made;
 - Techniques and measures will be implemented, where practical, to assist in minimising construction freight trips on the local highway network, particularly during peak times (such as a vehicle booking system);
 - All construction worker vehicles would be accommodated on the site to reduce the impact of overspill parking on the local highway network;
 - Measures will be set out to encourage construction staff to reduce car use to travel to the site, through car sharing, public transport, walking and cycling; and
 - Wheel washing and dust sheeting will be undertaken to reduce the impact of mud, dust and dirt on the local highway network.

6. TRAFFIC IMPACT

6.1 Overview

- 6.1.1 The site is occupied by the existing Connon Bridge waste management facility which provides waste management services on behalf of Cornwall Council.
- 6.1.2 This section identifies the likely vehicular impact of the development proposals upon the surrounding highway network. It also provides a comparison to the present trip rate generated by the existing Connon Bridge Recycling Centre.
- 6.1.3 The current planning permission PA20/09255 does not restrict traffic movements in terms of vehicle numbers that can arrive at or leave the site.
- 6.1.4 Currently there are around 98 two-way daily movements (49 arriving and 49 departing) for vehicles tipping at Connon Bridge RTS. The majority of these are refuse collection vehicles, with a small number of bulk waste haulage vehicles. Data taken from SUEZs weighbridge shows that daily vehicle movements over 2020 have ranged from an average of 86 two-way HGV movements per day in April 2020, which is low due to the impact of COVID 19 and an average of 125 per day in August 2020. The peak number of HGV movements in August 2020 was 164 on the 3rd August 2020. Overall, there has been an average of 101 HGV movements per day in 2020. This is lowered to an average of 96 HGV movements when 2019 data is factored in. The increase in movements from 2019 to 2020 can be attributed to additional trade waste being accepted at the site, which did not occur until the latter parts of 2019. Given this a figure of 98 two-way HGV movements has been made to base the existing movements on, as we feel as though this is a representational worst-case number to base the existing vehicle movements on, given that in April and May 2020, lower than expected vehicle movements occurred due to the COVID 19 Pandemic. However, as shown above there are wide daily variations in existing vehicle movements to and from the site.
- 6.1.5 The existing traffic generation of the Household Waste Recycling Centre (HWRC) is an estimated 4 daily two-way movements HGV (2 in and 2 out). The HWRC is not part of the development proposals and therefore HWRC trip generation will not change as a result. Additionally, an estimate of the LV associated with the HWRC has been made based on observed movements at the St Austell HWRC, which have then been factored based on the total waste received at the HWRC. This exercise shows that the HWRC would expect to result in 1098 two-way trips on average per day.
- 6.1.6 It is anticipated that the volume of waste accepted at the existing Connon Bridge RTS will increase as a result of the new waste collections contract. Additionally, food waste will also be processed at the improved site. As a result, it is forecast that overall, the Connon Bridge Recycling Centre will be generating a total of 204 vehicle movements (102 arrivals and 102 departures).

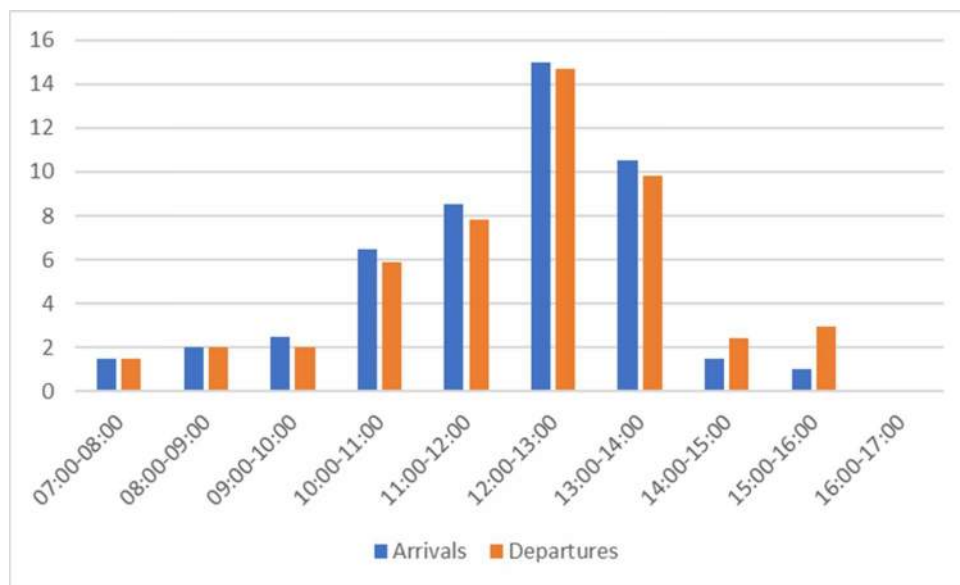
6.2 Trip Generation

- 6.2.1 The existing arrival and departure profile for vehicles at the RTS is shown in Table 6-1 and Figure 6-1.

Table 6-1: Existing Waste Vehicle Arrivals and Departures

	Arrivals		Departures	
0700-0759	2	3%	2	3%
0800-0859	2	4%	2	4%
0900-0959	3	5%	2	4%
1000-1059	7	13%	6	12%
1100-1159	9	17%	8	16%
1200-1259	15	31%	15	30%
1300-1359	11	21%	10	20%
1400-1459	2	3%	2	5%
1500-1559	1	2%	3	6%
1600-1659	0	0%	0	0%
Total	49	100%	49	100%

Figure 6-1: Existing Arrival and Departure Profile

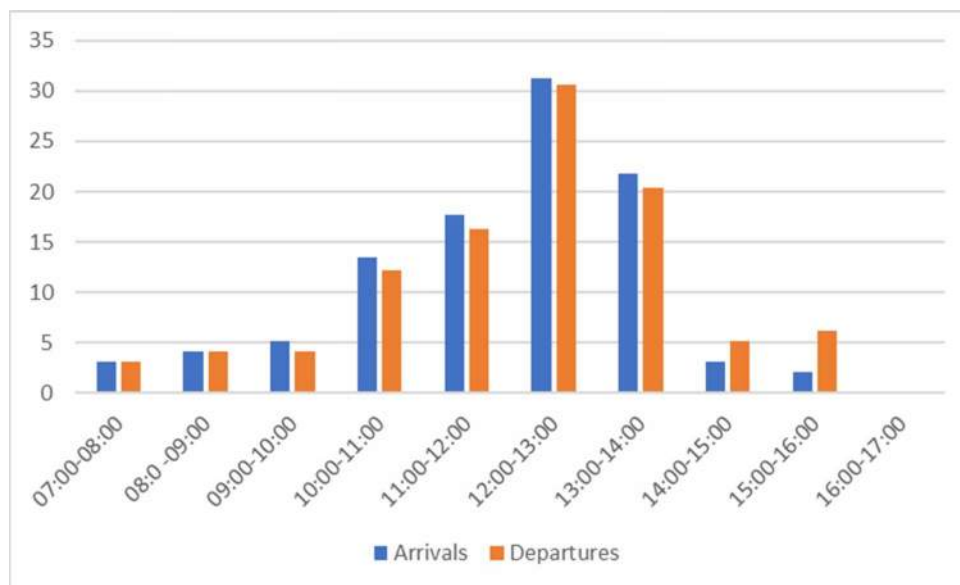


- 6.2.2 Based on the current information provided it is expected that the total number of vehicles for the site with the proposed alterations will have the same arrival and departure profile. This is summarised in Table 6-2.

Table 6-2: Existing and Proposed Waste Vehicle Arrivals and Departures

	Arrivals		Departures		Net Change	
	Existing	Proposed	Existing	Proposed	Arrivals	Departures
0700-0759	2	3	2	3	+1	+1
0800-0859	2	4	2	4	+2	+2
0900-0959	3	5	2	4	+2	+2
1000-1059	7	14	6	12	+7	+6
1100-1159	9	18	8	16	+9	+8
1200-1259	15	31	15	31	+16	+16
1300-1359	11	22	10	20	+11	+10
1400-1459	2	3	2	5	+1	+3
1500-1559	1	2	3	6	+1	+3
1600-1659	0	0	0	0	0	0
Total	49	102	49	102	+53	+53

Figure 6-2: Total Proposed Waste Vehicle Arrival and Departure Profile



- 6.2.3 This illustrates that the maximum change in vehicle movements within an hour is estimated to be a total of 16 arrivals and 16 departures, which occurs outside of the network peak periods.
- 6.2.4 Total HGV movements will be below levels to those experienced when the site was operating as a landfill, when there approximately 242 daily two-way HGV movements, occurred on average over the first half of 2016. Table 6-3 provides a comparison with the peak landfill movements and the proposed use.

Table 6-3: Comparison of 2016 Landfill and Proposed Waste Vehicle Arrivals and Departures

	Arrivals		Departures		Net Change	
	2016	Proposed	2016	Proposed	Arrivals	Departures
0700-0759	11	3	7	3	-8	-4
0800-0859	10	4	11	4	-6	-7
0900-0959	14	5	14	4	-9	-10
1000-1059	13	14	15	12	+1	-3
1100-1159	12	18	13	16	+6	+3
1200-1259	12	31	12	31	+19	+19
1300-1359	16	22	15	20	+6	+5
1400-1459	16	3	14	5	-13	-9
1500-1559	12	2	12	6	-10	-6
1600-1659	5	0	8	0	-5	-8
Total	121	102	121	102	-19	-19

- 6.2.5 This demonstrates that the quantum of additional vehicle movements is a reduction in traffic movements on the local highway network when compared to the 2016 data and will be unnoticeable in the context of daily variations of traffic flow. Therefore, it is considered that the impact cannot be considered severe in the context of NPPF.
- 6.2.6 Furthermore, when compared with the levels of traffic recorded in 2016, the maximum change in a single hour is forecast to be 38 two-way movements, equivalent to one arrival every three minutes, which occurs outside of the network peak periods.

6.3 Trip Distribution

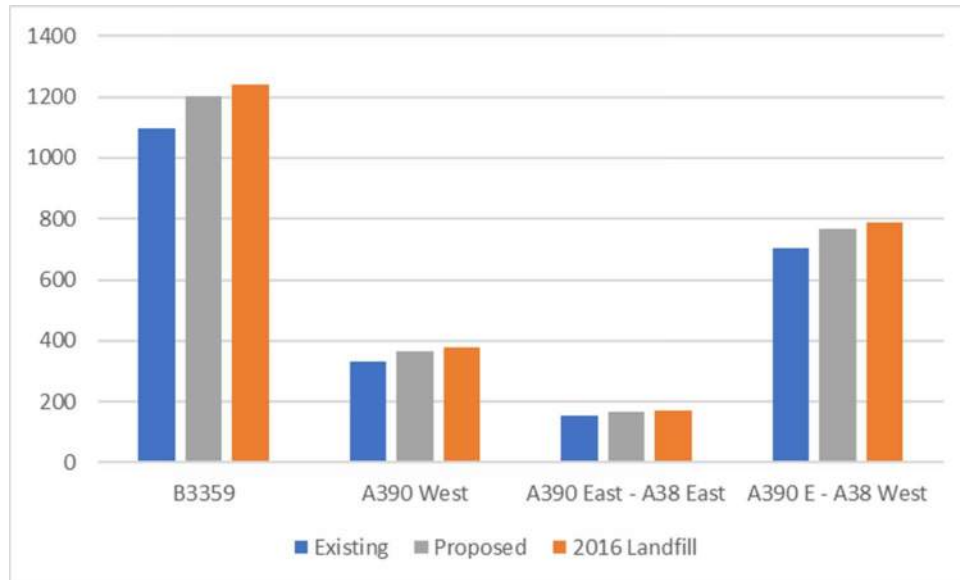
- 6.3.1 Trip distribution has been undertaken to identify the likely routes to and from the site for the vehicles. An analysis of the population densities extracted from the 2011 Census data was used to assign trips to and from the network proportionally based on the quickest routes available.
- 6.3.2 The existing (RTS 49 in 49 out, HWRC 546 in 546 out) and proposed (RTS 102 in 102 out, HWRC 546 in 546 out) two-way trip generation and distribution is shown in Table 6-4. The existing and proposed figures used have included vehicles associated with the site (RTS) as well as HWRC (estimated from observations at St Austell HWRC); HWRC trips have been included as the HWRC utilises the same access.

Table 6-4: Distribution and Generation of Daily Trips

Route	Distribution	Existing RTS and HWRC Trips (two-way vehicle movements)	Proposed RTS and HWRC Trips (two-way vehicle movements)	Net Change Compared to Landfill Use	Net Change Vehicle Movement
A390 West	28%	333	336	+4	+30
A390 East - A38 East	13%	155	168	+2	+14

A390 E - A38 West	59%	702	765	+8	+63
-------------------	-----	-----	-----	----	-----

Figure 6.3: Change in Daily Traffic Flows



- 6.3.3 Table 6-4 demonstrates that the proposed development will generate an additional 30 vehicles throughout the day on the A390 to the west of the site, 63 additional vehicles will route to and from the west along the A38 via the A390, and approximately 14 additional vehicles on the A38 to the east.
- 6.3.4 Base survey data has been obtained from Department for Transport (DfT) for link counts located on the A390 (west of its junction with the B3359), and the A38, both east and west of the roundabout junction with the A390. Link counts dated 2018 are the most recent available counts; therefore, TEMPro V2.2 has been used to calculate the growth rates for 2018-2020 and 2018-2026 to provide base 2020 and future year scenarios. The survey data and forecast traffic generated by the development proposals are shown in Table 6-5.

Table 6-5: Base Survey Data - DfT

Route	Base 2020 AADT	Future Base 2026 AADT	Development AADT	Dev + Base 2026 AADT	Net Change
A390 West	6,789	7,440	30	7,470	0.40%
A38 East	20,921	22,928	14	22,942	0.06%
A38 West	16,952	18,578	63	18,641	0.34%

- 6.3.5 Table 6-4 and Table 6-5 demonstrates that the development would have a minimal impact on the operation of the local highway network with only a 0.4% increase in traffic travelling along the A390 West, a 0.06% increase eastbound along the A38, and 0.34% increase of vehicles routing west along the A38.
- 6.3.6 The biggest change in a single hour will be between 1200-1300, when there is expected to be an increase of 32 two-way trips (equivalent to one every two minutes). Of these, 23 would expect to route

through the A38/A390 junction, with a maximum of 11 vehicles on any individual arm. This level of change in traffic, outside of the network peak hours, will not have a measurable impact on the operation of the junction.

- 6.3.7 As such, no detailed traffic modelling has been undertaken, as it is considered that the small change in traffic (4 vehicles in the AM peak period) which is forecast to occur as a result of the proposals is so slight as to be beyond the ability of modelling software to accurately quantify.

6.4 Summary of Development Trip Impact

- 6.4.1 Whilst the information above demonstrates an increase in vehicular movements, the analysis of the available information suggests that the proposed development will not generate an adverse increase in vehicular movements, therefore allowing for the free flow and safe movement of traffic along the surrounding local highway network.
- 6.4.2 When compared to recent consented use of the site when landfilling and other then consented activities were taking place, the proposals represent a reduction in daily traffic levels from those at that time.
- 6.4.3 It is therefore considered that no detailed traffic modelling is required to further demonstrate that the changes in traffic cannot reasonably be considered to be severe.

6.5 Traffic Routing

- 6.5.1 The scoping response from CCC requested that swept path analysis was undertaken at specific locations to demonstrate that the vehicles could be accommodated within the public highway.
- 6.5.2 This is not considered necessary at this time, as the vehicles utilised as part of the proposals are the same as those currently accessing the site and in operation across the authority area. In order to overcome any potential concerns about use of inappropriate routes, the applicant is willing to accept a condition whereby a Traffic Management Plan is implemented, dictating the routes to be used by vehicles associated with the development.

7. SUMMARY & CONCLUSIONS

7.1 Summary

- 7.1.1 Hydrock has been commissioned on behalf of SUEZ Recycling & Recovery UK to undertake a Transport Assessment (TA) in support of a proposed further development of the existing operational Connon Bridge Waste Management Facility south of East Taphouse, Liskeard, Cornwall.
- 7.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the development proposal in terms of its location, accessibility, highway safety and the impact of the development traffic on the local highway network.
- 7.1.3 The site is situated in a reasonably sustainable location linked to the surrounding areas by walking and cycling routes that already accommodate pedestrian and cyclist movements. The walking routes have been considered acceptable by Cornwall Council for the consented and existing use of the site. The existing site use already generated likely pedestrian and cyclist movements on the surrounding network and the evidence does not suggest any existing safety issue within the vicinity of the site.
- 7.1.4 Road safety data has been analysed and there is no evidence of a specific issue which would be exacerbated by the proposals.
- 7.1.5 The existing site operations do not have any restrictions on the number of vehicle movements per day. It is considered that the development proposals would not have a material impact on the operation of the local highway network throughout the day.
- 7.1.6 The TA provides analysis of the development proposals in terms of highway safety, connectivity by sustainable modes, access arrangements and trip generation.

7.2 Conclusions

- 7.2.1 Based on the information contained within this TA it is considered that the development will not have a material impact on the operation or safety of the surrounding highway network and therefore accords with the aims of local and national planning policy. It is considered that the site is in an accessible location that provides access by sustainable modes of travel.
- 7.2.2 On the basis of the findings within this TA and in context of the guidelines within paragraphs 108 and 109 of the NPPF it is considered that there are no residual adverse cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

Appendix A Scoping Response

Our ref: as yours
Your ref: PA20/04625

Tim Warne
Planning & Sustainable Development Service
Cornwall Council
Cornwall Council Planning
PO Box 676
Threemilestone
Truro TR1 9EQ

Gaynor Gallacher
Assistant Planning Manager (Highways
Development Management)
L1 Ash House
Falcon Road
Sowton Industrial Estate
Exeter EX2 7LB

30 June 2020

Via email: planning@cornwall.gov.uk

Dear Mr Warne

Highways England and Environmental Impact Assessment Reports

A38: Request for a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - namely for the development of a food waste reception facility (stand alone building), a new Clinical Waste Facility Building, a Fire Water Tank and Pumphouse, the regrading of site levels to accommodate the new structures and change to annual throughput limit for the existing Refuse Transfer Station - Waste Transfer Station at Connon Bridge, East Taphouse, Liskeard, Cornwall

Highways England ("we") are a Statutory Consultee on Planning Applications under the Town and Country Planning (Development Management Procedure) Order 2015. In discharging this responsibility we act as a proactive partner and therefore welcome pre-application discussion, including the opportunity to provide advice on the scope of any Environmental Statement pursuant to the procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, which also identified the Highways Agency (now Highways England) as a statutory party.

In your letter of 30 June you have invited Highways England to provide comments on the scope of an EIA Report in respect of development within the existing Connon Bridge Landfill Waste Complex to facilitate the introduction of Cornwall's new waste collection service design. The site is subject to a number of existing planning permissions for a range of waste uses with a current throughput limit for combined RDF/RTS uses of 49,000 tonnes per annum. There is no current restriction on vehicle numbers. The proposals primarily relate to providing facilities for receiving food waste and clinical waste to be bulked up for onward transportation, and are expected to generate an additional throughput of 6,000 tonnes per annum. It is therefore proposed to also remove the current tonnage limit. It is understood that no changes are proposed to the existing HWRC.

Existing WTS operations are estimated to generate 98 two-way vehicle movements per day based on a throughput of 45,000 tonnes per annum. The proposed operations are predicted to generate a combined 204 two-way vehicle movements per day, operating Monday-Saturday.

We have set out below both the general and specific areas of concern that Highways England would wish to see considered as part of any Environmental Statement. The comments relate specifically to matters arising from our responsibilities to manage and maintain the SRN, in this case the A38 specifically.

Comments relating to the local road network should be sought from the appropriate Local Highway Authority.

General aspects to be addressed in all cases

- An assessment of transport related impacts of the proposal should be carried out and reported as described in the current Ministry for Housing, Communities and Local Government (MHCLG) guidance on *'Travel Plans, Transport Assessments and Statements in decision-taking'*.
- Environmental impacts arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported, along with the environmental impact of the road network upon the development itself.
- Adverse changes to noise and air quality should be particularly considered, including in relation to compliance with the European air quality Limit Values and/or Local Authority designated Air Quality Management Areas (AQMAs) and World Health Organisation (WHO) criteria.

Location specific considerations

i

- An assessment of traffic impacts should consider the operation of the SRN, in particular the A38 Twelvewoods Roundabout junction with the A390, in line with National Planning Practice Guidance and DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development. Where the proposals would result in a severe congestion or unacceptable safety impact, mitigation will be required in line with current policy.
- The effects of the proposed development should be assessed cumulatively with other schemes and we would expect the applicants to agree an appropriate list of schemes, including committed development in the area, with the relevant local planning authority.

These comments are only advisory, as the responsibility for determining the final scope and form of the EIA Report rests with the local planning authority, and they imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms.

Yours sincerely

G Gallacher

Gaynor Gallacher
South West Operations Directorate – Planning and Development
Email: gaynor.gallacher@highwaysengland.co.uk

B Land at Connon Bridge**30th July 2020****PA20/04625– Scoping Opinion - Proposed Waste Reception Building, Fire Water Tank and Pump House and relocation of Clinical Waste Facility Connon Bridge Refuse Transfer Station, East Taphouse, Liskeard****GENERAL COMMENT**

This Scoping Opinion (SO) is in response to the request made by Suez Recycling and Recovery UK Ltd on behalf of Cornwall Energy Recovery Ltd., (CERL) received as valid on the 5th June 2020 under The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 15 –Scoping – for proposed Waste Reception Building, Fire Water Tank and Pump House and relocation of Clinical Waste Facility Connon Bridge Refuse Transfer Station, East Taphouse, Liskeard.

In regard to this Scoping exercise, a 'Scoping Report' was supplied dated June 2020 and prepared by Stephenson Halliday – (hereafter referred to as the 'SH Report') and in adopting this SO, Cornwall Council has had regard to this Report. The Environmental Statement (ES) produced should both take account of this SO and the issues covered in the abovementioned SH Report.

In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, set out below is a detailed (but not exhaustive) list of environmental issues that should be included in the ES. The list includes reference to general comments made by consultees whilst the more specific detailed comments (which you should take particular note of) - can be found in copies of the consultee responses appended to this SO.

The ES should contain the maximum relevant information available prior to submission of the planning application. Full regard should be given to the advice contained in Schedule 4 Parts 1 and 2 to the 2017 Regulations.

It is important that typographical errors are eliminated and the submitted document checked thoroughly as to avoid unnecessary queries of data and/or statements, which often gives rise to consultee and public concern.

Details of the scoping exercise, any consultations and public meetings, before and after the request for this SO should be provided with the ES – along with details of Community Engagement.

The issues regarded as those giving rise to the most significant impacts should be highlighted in the introduction to the Statement and summarised in a Non-Technical Summary (NTS).

The content of this SO does not prejudice any request for further information under Regulation 25 of the above Regulations if required at a later stage.

APPROACH TO THE ENVIRONMENTAL ASSESSMENT

Consultation is a key aspect of all Environmental Impact Assessments. This SO lists those statutory consultees and other stakeholders who have been consulted on the SH Report and that have responded. Although some specific comments from their responses may have been incorporated into the SO, the full responses received have been included at the Appendices below and it is these full responses which should also be taken into account when preparing the ES.

The ES should report on how these consultation responses have been addressed in the EIA including any justification for the omission of any issues. The opportunity to comment upon a draft copy of the ES is requested by Cornwall Council in due course. It is expected that mitigation requirements would be described within each of the individual topic chapters of the ES and any supporting documents. This should provide for a schedule of the mitigating measures proposed and a timetable for their implementation.

CONTENT OF THE ENVIRONMENTAL STATEMENT

The Environmental Statement (ES) should include the following information;

- Description of the development, including a description of the physical characteristics of the whole development;
- An outline of the main alternatives studied by the applicant (including the 'do nothing' option) and an indication of the main reasons for the choice made, taking into account the environmental effects.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, fauna, flora, heritage impacts, landscape and the inter-relationship between the above factors.
- A description of the likely significant effects of the development on the environment in respect of direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from the existence of the development.
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment. This should also identify the proposals for decommissioning and restoration of the site and respective timetable.
- The data required to identify and assess the main effects which the development is likely to have on the environment.
- A Non - Technical Summary of the information provided.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information.

POTENTIAL MAIN OR SIGNIFICANT ENVIRONMENTAL EFFECTS

Description of the physical characteristics of the proposed development and the land-use requirements.

The past, present and future uses of the land upon which the proposed development would be located should be described in sufficient detail to provide the context for the proposed development. The extent of the study area required around the site will vary according to the nature of the impact and its significance. It is also important to ensure that the cumulative impacts of other developments in the area are identified.

Outline of the main alternatives studied by the applicant and an indication of the main reasons for the choice made, taking into account the environmental effects.

The ES shall demonstrate that alternative options have been considered prior to proceeding with the current proposals, which should include a consideration of the 'do nothing' option.

Description of the aspects of the environment likely to be significantly affected by the development, including, in particular, fauna, flora, soil, heritage, landscape and the inter-relationship between the above factors.

This is self explanatory but should be informed by the SH Report and the consultation responses below.

For clarification based on the information in the SH Report, – the proposed development would consist of the following elements:-

- *a new standalone building within which waste would be received and transferred; (Waste Reception - WR building);*
- *a new building to accommodate the relocated Clinical Waste facility;*
- *a fire water tank and associated pumphouse;*
- *regrading of site levels to facilitate the construction and operation of the WR facility and associated surfacing;*
- *a change to the annual throughput limit for the existing Refuse Transfer Station - RTS.*

Landscape and Visual Impact

Summary of key issues

One of the consultees was the Council's Landscape Architect and the following summary results from their comments.

'Although the application site adjoins an area of landfill undergoing restoration, the surrounding landscape character is in tune with the findings of the Cornwall Landscape Character Assessment (CA22 South East Cornwall Plateau). The presence of Cornish hedgerows, hedgerow trees, woodland and estate land give the surrounding landscape strong landscape character and high biodiversity value. The proposed development has the potential to result in adverse landscape effects.

Any application must identify these effects and outline corresponding mitigation proposals. These mitigation proposals should inform the development layout and this should be clearly explained in the application documents.

A sensitive, sustainable and high standard of landscaping and unit layout and design is expected; although this is a waste transfer site located in an undesignated landscape the site adjoins a reasonably undisturbed landscape of high quality. Accordingly, various master planning issues are set out below.

Further information

Reference 'Scoping Report Proposed Waste Reception Building, Fire Water Tank and Pump House and relocation of Clinical Waste Facility Connon Bridge Refuse Transfer Station, East Taphouse, Liskeard' dated June 2020 and accompanying drawings.

1.0 Landscape Character and Visual Amenity

A Landscape and Visual Impact Assessment should be provided in accordance with The Guidelines for Landscape and Visual Impact Assessment (GLVIA 3rd edition 2013). The character of the site and its setting should be explored and the potential impacts on the study area assessed. Cumulative effects should be considered.

The study should reference the Cornwall Landscape Character Assessment 2007.

Views and visibility-

- identify major views in to and out of the site, indicate what measures are being taken to protect / retain, enhance, or mitigate those identified;

- provide visualisations of the views identified, as seen from eye level and clearly showing the visual impact in the wider landscape context;

-the Landscape and Visual Impact Assessment (LVIA) will need to particularly consider any effects on the three adjoining Areas of Great Landscape Value (AGLV) (Mid Fowey, Looe & Seaton Valleys and Boconnoc AGLV);

- identify any adverse impact upon Boconnoc Registered Park and garden approximately 500m distant;

- provide a Zone of Theoretical Visibility (ZTV) for a radius of 5km from the centre of the site, clearly indicating distance radii; the site documentation suggests that the application site is located in a bowl surrounded by higher landform, if there is no intervisibility with the wider landscape a ZTV analysis may not be necessary but this needs to be demonstrated;

- demonstrate the impact upon the Public Right of Way that runs through the landfill site and the surrounding highway network.

[This should also give consideration to permissive paths- existing / proposed for the Connon Bridge site – Planning Ref PA19/01517]

2.0 Masterplan/Design considerations

The proposed site layout needs to demonstrate sensitive design which will not adversely impact the particular character and quality of the landscape. Consideration should therefore be given to the following issues:

2.1 Built Form - *consider the building layout, heights and massing and surface finishes in relation to the findings of the LVIA in particular visual mitigation; this should be explored by visualisations of the development proposals.*

2.2 Topography - *should be explored in detail with sections provided that demonstrates the relationship of the proposed development layout to site contours and in particular to key views.*

2.3 Trees and Hedgerows - *The existing trees on site must be seen as a valuable resource to offset some of the adverse visual impact likely to derive from the development and to provide valuable site context, landscape maturity and screening. The application must demonstrate that the design layout is fully informed by a Tree Constraints Plan developed to BS 5837:2012 'Trees in Relation to Design, Demolition and Construction' standards.*

2.4 Cornwall Council's Biodiversity Guide -*should also be referenced, particularly in relation to the sustainable retention of hedgerows which is set out in some detail in the guidance.*

2.5 New trees and hedges -*may be critical to set any development into the site: a planting strategy should be developed that clearly responds to the findings of the LVIA as well as the very particular site conditions. All planting mixes will need careful consideration and reflect the Cornish palette and planting specifications will need to reflect the often very challenging conditions in Cornwall for plant establishment.*

Masterplan Summary Points

- *demonstrate that the height and massing of buildings and structures respond to the findings of the LVIA, proximity of any dwellings and the network of Public Rights of Way/local highway network;*
- *layout design should be determined by the findings of the Tree Survey and Tree Constraints Plan to BS5837; 2012. Drawing 'Proposed Site Layout' appears to indicate a possible conflict with existing trees;*
- *any existing hedgerows should be retained and given an appropriate margin for their long-term retention as guided by Cornwall Council's Biodiversity Guide. The existing tree cover will be important to shield any proposals;*
- *show the layout of spaces and elements necessary for an effective drainage system and in what form they take. It should be demonstrated that this drainage system has been designed in relation to the BS5837;2012 Tree Constraints Plan clearly avoiding Root Protection Areas.'*

The comments of the Council's Landscape Architect are also given in Appendix A.

In the SH Report, it is suggested that Landscape and Visual Impact matters be 'scoped out' but in view of the comments from the Council's Landscape Architect – it is recommended that such matters be 'scoped in'.

Local Amenity Impacts

Any development of the type proposed has the potential for amenity impacts from e.g. concerning – noise, dust, odour, light pollution, vermin/pest control and amenity issues arising from heavy vehicles serving the site.

Noise

This is a topic that has been 'scoped in' – as identified in the SH Report. In terms of noise from the Cannon Bridge site as a whole, this aspect is currently controlled by the Environment Agency in the Environmental Permit for the site.

The proposed development is for a freestanding development which if consented would have its own conditional permission – akin to the Gas Engine Compounds (which have their own conditions that address noise limits etc).

It will be expected that any formal application includes a full Noise Assessment by a suitably qualified Acoustician, with background and ambient sound monitoring having been undertaken.

All relevant noise sources associated with activities undertaken at the site associated with the proposed development – including cumulative noise - will

require consideration within the assessment to determine the impact upon the closest noise sensitive receptors –through measurement, or prediction where this is not possible). This information will form the basis of determining whether any mitigation is required and, if so, the approach to any conditions imposed by the Local Planning Authority (LPA).

The Council's Environmental Protection Officer - (Air Quality and Noise) was consulted on the Scoping Opinion request and his comments are given in full in Appendix B. It is noted that currently noise is control by the Environment Agency (EA) - via the Permit and he recommends that if in due course – planning permission is granted and that the Council intend to impose planning conditions in respect of noise, then there should be liaison with the EA - otherwise there is a risk that the two regimes may implement conflicting restrictions.

It is recommended that the applicant / consultant make reference to Cornwall Council's Development Sound Standard when undertaking the noise assessment: -

www.cornwall.gov.uk/media/25453200/noise-and-planning-developers-guidance.pdf

Such amenity impacts could affect a variety of noise sensitive receptors ranging from dwellings to recreational areas (such as Public Footpaths) and each of the above will need to be covered in the ES.

In their response to the SH Report – the Environment Agency noted that noise pollution from the proposed Pumphouse facility during testing procedures and incident use should be a consideration.

Emissions to air – Dust / Odour

In the SH Report – 'emissions to air' has been 'scoped out' and it is stated that *'for such topics it is proposed to include suitable information to accompany the planning application as these remain material considerations for the purposes of determining the application for planning permission'*.

Issues of dust and odour should identified as key matters for consideration and it is concluded that 'emissions to air' should therefore be 'scoped in' and be included in the Environmental Impact Assessment – in similar way to noise and other named matters.

Dust - It is recommended that any application contains a Dust Assessment / Management Scheme to cater for the proposed development (including construction) and other associated dust sources including from the access tracks etc. The scheme should identify all potential dust sources, means of control, assessment and mitigation measures. It would be expected that a Dust Management Scheme be provided which should address all relevant activities.

Odour - In regard to odour, with the proposed new building being proposed for the reception of food wastes then there is the potential for odour generation. Accordingly, any application should be accompanied by an Odour Assessment / Management Scheme / Odour Management Plan (OMP). These documents

should identify all potential odour sources – including that from the WR building, the RTS and the Clinical Waste Bay; identify means of control, assessment and set out the full range of mitigation measures. The documents shall also include details of potential odours arising from vehicles both delivering and collecting the food and other wastes and how this can be controlled. Whilst it is recognised that food wastes would be removed from site within 48 hours, (or 72 hours over a Bank Holiday weekend) – some of the waste delivered for storage may have been disposed of by a householder up to 7 days previous and so a robust odour management system needs to be detailed.

If permission were to be granted and an OMP be required by planning condition- the provisions of such a condition should not preclude reference to any future approved revisions of any OMP document specifically referred to as it is recognised that such a Plan could evolve over time.

The Council's Environmental Protection Officer requests that construction and operational air quality impacts are assessed. Any assessment should be in line with the Institute of Air Quality Management's guidance: Land Use Planning & Development Control: Planning for Air Quality dated January 2017. The assessment would also need to consider whether the proposed scheme will impact on the Bodmin and Tideford Air Quality Management Areas.

Detailed comments regarding emissions to air are also given by the Environment Agency (full response given in Appendix G – including the need for fast acting doors, all loading / unloading of food wastes needing to take place within the WR building, with the suggestion that odour could escape from the facility doors, when opened, during loading or unloading activities so the details of operation of the facility will need to be set out in detail.

Lighting

In view of the local topography parts of the site are likely to be being visible from certain dwellings and other public viewpoints and it is important that any lighting at the site is suitably positioned/screened such that site lighting does not cause glare / annoyance to local residents, users of the public highway network and users of recreational areas. Details of how this can be achieved shall be therefore included.

Vermin / Pest Control

The storage of food waste on site has the potential to attract pests (including rodents, seagulls, flies) and therefore consideration should be given to the introduction/ review of a pest control service to control activity on site and details should be given as to how this aspect would be addressed.

Impact on amenity from traffic

Apart from highway engineering / capacity aspects – (see below)- consideration will need to be given to impacts on local amenity from traffic serving the site

and an assessment on this aspect should be provided. Main traffic routes for vehicles serving the proposed new development should be identified – along with an assessment of the likely numbers / proportion of vehicles using those routes, identifying roadside properties along these routes and the frequency of these properties being passed by vehicles associated with the proposed development.

Contaminated Land

This aspect has been 'scoped in' with a Phase I Preliminary Risk Assessment (Desk Study) report having been provided. This has been considered by the Council's Environmental Protection Officer notes that this has outlined potential contamination from made ground and landfill gas from the adjacent landfill and therefore requires further intrusive investigation. The full comments from the Officer are given in Appendix C.

Ecology

The SH Report referred to and included a draft Preliminary Ecological Assessment (PEA) undertaken by South West Ecology and this has been considered by the Council's Ecologist who in summary had the following comments:-

Should the development go ahead then the recommendations made in Sections 5.6 and 5.7 of the Preliminary Ecological Appraisal should be required by condition. If classified as a 'major' development - then it will be subject to the 10% biodiversity net gain and an assessment using the Defra metric along with plans of how the net gain will be achieved will be required.

In response to the questions posed in Section 6.1.1 of the Scoping report:

1 – it is agreed with approach of a narrowly focusses EIA aligned with the principles of EIA proportionality.

2 - overall it is agreed with the topics that been scoped out/in. It is noted that emissions to air have been scoped out of the EIA. Provided that existing mechanisms are in place and that these can cope with the increased levels of emissions then this conclusion is agreed with but queries are made as to the methods/standards in place that will be used to objectively measure odour levels.

3 - it is agreed with the overall approach to the EIA set out in Section 5 of the report.

4 - although ecology has been scoped of the main EIA assessment it should remain as a material consideration.

5 - information pertaining to topics scoped out but remaining as material considerations should be included as Appendices to the ES.

Consideration will need to be made to the Habitats Regulations Assessment (HRA) Regulations as appropriate.

The comments of the Council's Ecologist are given in Appendix D below.

You should also be mindful of the detailed comments from Natural England – that are given in full in Appendix J.

Historic Environment / Cultural Heritage

The SH Report refers to 'cultural heritage' as being 'scoped out' – noting that the proposed development forms a small part of a much larger waste complex and comprises land which has already been the subject of some disturbance. The limited footprint of the proposed development is, consequently, highly unlikely to directly affect any archaeological remains. The application site itself contains no known heritage assets and so it concludes that there is no potential for any direct cultural heritage impacts. Notwithstanding this, reference is made to potential for indirect impacts on recorded 'off site' assets such as a funerary monument (bowl barrow), the Boconnoc Registered Park (Grade II), the Historic Battlefield (Braddock Down) and then other Listed Buildings at distance.

The Council's Historic Environment Planning (Archaeology) – comments are given in Appendix E - notes that :-

Although there are a number of prehistoric monuments (Bronze Age barrows) located nearby, one of which is a Scheduled Monument, and the site of a former military camp, the general lie of the land and contours away from these heritage assets, plus the previously disturbed nature of the land within this limited application area, suggests that there is nothing to be gained from an archaeological investigation should this proposal be brought forward as a planning application. Also, this site is not within an area of Anciently Enclosed Land.

In this instance we consider it unlikely that archaeological remains will be disturbed by groundworks.

RECOMMENDATION: Therefore, our scoping opinion is that no archaeological mitigation will be required and as a consequence no conditions will be sought.

The Council's Senior Development Officer (Historic Environment Planning) – comments given in Appendix F – raises no issues.

Drainage / Flood risk / pollution control

As part of the Scoping exercise – consultations were undertaken with the Environment Agency (EA) and the Council's Principal Sustainable Drainage Officer (PSDO).

The EA note that the following:-

Advice – Groundwater Environment

The EA recognise that 'Ground Conditions' is one of the topics to be subject to EIA, as outlined in section 4.3.26 onwards – of the SH Report - however the EA consider that the further detail is required and the EIA should include the following topics:-

- *the impacts on hydrogeology and the groundwater environment;*
- *provide more information on the proposed construction methods. E.g. whether construction dewatering or piling shall be used, and what mitigation measures would be needed to protect the water environment;*
- *assessment of any impacts to surface water and groundwater abstractions. Also, the site surveys should include a door to door water features survey.*

In regard to the fire water tank and pump house, the EA note that Chapter 16 of their Fire Prevention Plan guidance document currently states:-

- you must have enough water available for firefighting to take place and to manage a worst case scenario. Depending on the site, this could be water in storage tanks or lagoons on site, or access to hydrants or mains water supply. A worst case scenario would be your largest waste pile catching fire. A water supply of at least 2,000 litres a minute for a minimum of 3 hours will be required for a 300 cubic metre pile of combustible material.

The volumes of water needed may be reduced if you have a system that lets the fire and rescue service re-circulate the water they are using to fight the fire (fire water). However, this water may need to be filtered and the fire and rescue service will also need to connect to your system. It may not always be appropriate or safe to re-circulate the water.

The above matters will need to be addressed in any application.

The comments in full - from the EA are given in Appendix G below.

The Council's Principal Sustainable Drainage Officer (PSDO) notes that the proposed site sits within Flood Zone 1 based on the Environment Agency flood mapping data. The site is outside Critical Drainage Areas notified to the LPA by the EA. Mapping indicates some areas across the site which could be susceptible to surface water and groundwater flooding.

The LLFA has reviewed the FRA provided and is satisfied with the details contained within it. Proposals with respect to the drainage of the site should therefore be in accordance the principles set out in the FRA produced by Clarkebond Reference E05284/FRA dated 20/05/2020.

The comments in full from the Council's Principal Sustainable Drainage Officer are given in Appendix H below.

Traffic and Highways

The Council's Highways Development Management Officer was consulted on the SH Report and had the following comments:-

In addition to the information submitted, any subsequent application should include a full Transport Assessment. As well as addressing the matters raised by Highways England, in respect of the Cornwall network, junction assessments should also be undertaken at the following locations;

- 1. Junction of B3359/U6158 (this is the road from B3359 junction to site access);*
- 2. Junction of B3359/A390 at East Taphouse;*
- 3. Junction of B3359/ C0222 (this is the road running NW/SE from South of Kilmansag to A390 at Middle Taphouse);*
- 4. Junction of C0222/A390 at Middle Taphouse.*

This should include a modelling assessment (J9/Pic), accident data, and swept path tracking (with largest vehicle deployed) to demonstrate geometry can accommodate the capacity being demonstrated. It is noted that at a number of the junctions listed, there are visual indications on the ground that wide sweeping, and/or carriageway and verge damage occurs.

A narrative of how vehicle movements from the various uses of/activities at this site have changed over time. There should be a clear breakdown, of what this proposal will result in, in terms of traffic impact, in the context of wider uses of/activities at the site.

Issues raised by Parish Councils in public consultation will also need to be addressed. This may well include Traffic Management Plans for the wider operation, to mitigate the impact. I will be assessing highway safety and capacity matters, however, management of the wider residential amenity issues will be of interest to the Planning Officer.

Depending on the conclusions of the junction assessments above, it may be necessary to consider mitigation works to accommodate this proposal.

The complete response from the Council's Development Management Officer are given in Appendix I.

Further detailed comments from Highways England in Appendix K and the points made therein should also be covered.

Public Rights of Way (PROW)

There are no Public Rights of Way directly affected by the footprint of the proposed new development. Public Footpath No. 4 – (St. Pinnock) – lies to the north west and north of the proposed development site. Views towards the site from this path would be likely largely screened by the hedge and associated

vegetation lying between the path and the proposed development site. However, as part of the approved restoration scheme for the Connon Bridge Landfill site under Planning Ref PA19/01517 – there are requirements for permissive paths and a wildlife viewing shelter that would have views to the proposed development site and visual / amenity impacts on these public areas will need consideration.

The comments from the Council's Countryside Access Team and the Ramblers Association (Cornwall) are given in Appendices L and M respectively.

Mitigation

It is expected that mitigation requirements will be described within each of the individual topic chapters of the ES. This should provide for a schedule of the mitigating measures proposed and a timetable for their implementation.

Non-technical summary.

The Environmental Statement may, of necessity, contain complex scientific data and analysis in a form which is not readily understandable by the lay person. The main findings must be set out in accessible plain English in a non-technical summary to ensure that the findings can more readily be disseminated to the general public, and that the conclusions can be easily understood by non-experts as well as decision makers.

An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant or appellant in compiling the required information.

Although it is important that information provided within the ES is up to date and relevant, it is acknowledged that there may be occasions where this may not be the case. The ES should provide clear details, if this becomes the case.

ENVIRONMENTAL IMPACTS OR EFFECTS WITH LESSER OR NO SIGNIFICANCE

The ES should be proportionate and not be any longer than is necessary to assess properly the effects of the main environmental impacts. Impacts which have little or no significance for the particular development in question will need only very brief treatment to indicate that their possible relevance has been considered.

The Connon Bridge site lies wholly within St. Pinnock Parish but Broadoak Parish Meeting lies to the west with Lanreath Parish lying to the south west. Comments from St. Pinnock Parish Council and Broadoak Parish Meeting are given in Appendices N and O respectively. The ES should provide details of what consultations have been carried out with the Parish Council / Meetings and detail any other consultations with other statutory consultees, interest groups and the Public.

The Local Electoral Members the site are as follows:-

- the site itself – Councillor Phil Seeva – Menheniot Electoral Division (ED); Councillor Colin Martin – Lostwithiel ED and Councillor Richard Pugh – Trelawney ED and it is advised that discussions are held with the Local Members so that they are aware of the potential forthcoming planning application.

SUMMARY

This Scoping Opinion seeks to address the main issues that should be covered in any Environmental Statement accompanying a planning application for the above development. However it should be appreciated that this Scoping Opinion is based on information currently available and is not exhaustive.

Continued pre-submission discussions with the Parish Councils and Local Elected Members are recommended to ensure as much involvement of the local residents as is possible prior to the application being formally lodged.

Should you decide to change the details of your proposed development in any way then please contact the Case Officer (Tim Warne) via the contact details below to determine whether or not further scoping of the proposal is necessary.

Yours sincerely,

Louise Wood

Service Director Planning and Sustainable Development

Tel: 01872 224475

Email: twarne@cornwall.gov.uk

Dated 30th July 2020.

List of Consultees for Scoping Opinion.

- Cornwall Council Landscape Architect – (see comments in Appendix A)

- Cornwall Council Environmental Protection - Air Quality and Noise – (see comments in Appendix B)

- Council's Environmental Protection (Contaminated Land) – (see comments in Appendix C)

- Cornwall Council Ecologist – (see comments in Appendix D)

- Cornwall Council Historic Environment Planning (Archaeology)– (see comments in Appendix E)
 - Council’s Senior Development Officer (Historic Environment Planning) – (see comments given in Appendix F)
 - Environment Agency - (see comments in Appendix G)
 - Council’s Principal Sustainable Drainage Officer – (see comments in Appendix H)
 - Cornwall Council Highways Development Management Officer – (see comments in Appendix I)
 - Natural England – (see comments in Appendix J)
 - Highways England – (see comments in Appendix K)
 - Cornwall Council Countryside Access Team – (see comments in Appendix L)
 - Ramblers – (see comments in Appendix M)
 - St Pinnock Parish Council – (see comments in Appendix N)
 - Broadoak Parish Meeting – (see comments in Appendix O)
 - Views from residents who made comments (see comments in Appendix P)
-
-

Other consultees where no response received

- Cornwall Wildlife Trust
-

Appendices

Appendix A – Cornwall Council Landscape Architect

Summary of key issues

Request for an EIA scoping opinion for a proposed food waste reception facility (stand-alone building), a new Clinical Waste Facility Building, a Fire Water Tank and

Pumphouse, the regrading of site levels to accommodate the new structures and change to annual throughput limit for the existing Refuse Transfer Station.

Although the application site adjoins an area of landfill undergoing restoration, the surrounding landscape character is in tune with the findings of the Cornwall Landscape Character Assessment (CA22 South East Cornwall Plateau). The presence of Cornish hedgerows, hedgerow trees, woodland and estate land give the surrounding landscape strong landscape character and high biodiversity value. The proposed development has the potential to result in adverse landscape effects.

Any application must identify these effects and outline corresponding mitigation proposals. These mitigation proposals should inform the development layout and this should be clearly explained in the application documents.

A sensitive, sustainable and high standard of landscaping and unit layout and design is expected; although this is a waste transfer site located in an undesignated landscape the site adjoins a reasonably undisturbed landscape of high quality. Accordingly, various master planning issues are set out below.

Further information

Reference 'Scoping Report Proposed Waste Reception Building, Fire Water Tank and Pump House and relocation of Clinical Waste Facility Connon Bridge Refuse Transfer Station, East Taphouse, Liskeard' dated June 2020 and accompanying drawings.

1.0 Landscape Character and Visual Amenity

A Landscape and Visual Impact Assessment should be provided in accordance with The Guidelines for Landscape and Visual Impact Assessment (GLVIA 3rd edition 2013). The character of the site and its setting should be explored and the potential impacts on the study area assessed. Cumulative effects should be considered.

The study should reference the Cornwall Landscape Character Assessment 2007.

Views and visibility

- identify major views in to and out of the site, indicate what measures are being taken to protect / retain, enhance, or mitigate those identified;
- provide visualisations of the views identified, as seen from eye level and clearly showing the visual impact in the wider landscape context.
 - the Landscape and Visual Impact Assessment (LVIA) will need to particularly consider any effects on the three adjoining Areas of Great Landscape Value (AGLV) (Mid Fowey, Looe & Seaton Valleys and Boconnoc AGLV);
- identify any adverse impact upon Boconnoc Registered Park and garden approximately 500m distant;
- provide a Zone of Theoretical Visibility (ZTV) for a radius of 5km from the centre of the site, clearly indicating distance radii; the site documentation suggests that the application site is located in a bowl surrounded by higher landform, if there is no

intervisibility with the wider landscape a ZTV analysis may not be necessary but this needs to be demonstrated;

- demonstrate the impact upon the Public Right of Way that runs through the landfill site and the surrounding highway network.

2.0 Masterplan/Design considerations

The proposed site layout needs to demonstrate sensitive design which will not adversely impact the particular character and quality of the landscape. Consideration should therefore be given to the following issues:

2.1 Built Form - consider the building layout, heights and massing and surface finishes in relation to the findings of the LVIA in particular visual mitigation; this should be explored by visualisations of the development proposals.

2.2 Topography - should be explored in detail with sections provided that demonstrates the relationship of the proposed development layout to site contours and in particular to key views.

2.3 Trees and Hedgerows - The existing trees on site must be seen as a valuable resource to offset some of the adverse visual impact likely to derive from the development and to provide valuable site context, landscape maturity and screening. The application must demonstrate that the design layout is fully informed by a Tree Constraints Plan developed to BS 5837:2012 'Trees in Relation to Design, Demolition and Construction' standards.

2.4 Cornwall Council's Biodiversity Guide -should also be referenced, particularly in relation to the sustainable retention of hedgerows which is set out in some detail in the guidance.

2.5 New trees and hedges -may be critical to set any development into the site: a planting strategy should be developed that clearly responds to the findings of the LVIA as well as the very particular site conditions. All planting mixes will need careful consideration and reflect the Cornish palette and planting specifications will need to reflect the often very challenging conditions in Cornwall for plant establishment.

Masterplan Summary Points

- demonstrate that the height and massing of buildings and structures respond to the findings of the LVIA, proximity of any dwellings and the network of Public Rights of Way/local highway network.

- layout design should be determined by the findings of the Tree Survey and Tree Constraints Plan to BS5837; 2012. Drawing 'Proposed Site Layout' appears to indicate a possible conflict with existing trees;

- any existing hedgerows should be retained and given an appropriate margin for their long-term retention as guided by Cornwall Council's Biodiversity Guide. The existing tree cover will be important to shield any proposals;

- show the layout of spaces and elements necessary for an effective drainage system and in what form they take. It should be demonstrated that this drainage system has

been designed in relation to the BS5837;2012 Tree Constraints Plan clearly avoiding Root Protection Areas.

Appendix B - Council's Environmental Protection (Air Quality and Noise)

I have discussed this application with the Connon Bridge Permitting Officer in the Environment Agency. They have confirmed that the processes proposed to be undertaken in this application will require a Permit and an update to Connon Bridge's Environment Management Statement. I was informed that they shall be putting through a consultee comment with a request for specific information addressing their information requirements with regard to noise, odour and dust. In this circumstance, it has been agreed with the Environment Agency that the appropriate course of action is to allow the EA to request the information they consider necessary, as the process proposed falls within their remit. Comments made by myself on behalf of Community Protection for these matters is likely to result in confusion/duplication. I would recommend that if you are intending on implementing a condition on the planning consent that you liaise with the Environment Agency in order that the condition accords with the permit, otherwise there is a risk that the two regimes will implement conflicting restrictions.

Further comment - Environmental Protection request that construction and operational air quality impacts are assessed. Any assessment should be in line with the Institute of Air Quality Management's guidance: Land Use Planning & Development Control: Planning for Air Quality dated January 2017.

The assessment would also need to consider whether the proposed scheme will impact on the Bodmin and Tideford Air Quality Management Areas.

Appendix C - Council's Environmental Protection (Contaminated Land)

Thank you for consulting Environmental Protection, Neighbourhoods and Public Protection. The Phase 1 by Clarkebond ref: E05284-CLB-00-XX-RP-GE-01, dated: 23rd March 2020, has outlined potential contamination from made ground and landfill gas from the adjacent landfill and therefore requires further intrusive investigation. The conditions below should be attached to any decision notice for this planning application:

1. Contaminated Land ' Risk Assessment

No development, other than demolition of any buildings or structures, shall commence until an assessment of the risks posed by any contamination shall have been submitted to and approved in writing by the local planning authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11) (or equivalent British Standard and Model Procedures if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The assessment shall include: -

- a) a survey of the extent, scale and nature of contamination;

b) the potential risks to:

- human health;
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
- adjoining land;
- ground waters and surface waters;
- ecological systems; and
- archaeological sites and ancient monuments.

Reason: To ensure that the health risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the aims and intentions of the National Planning Policy Framework 2019 with specific reference to paragraphs 170 and 180 and Policy 16 of the Cornwall Local Plan Strategic Policies 2010 ' 2030, Adopted November 2016.

[A pre-commencement condition is required in this case because it is essential to establish before any works takes place the nature and extent of any ground contamination in order to safeguard the health of workers taking part in the development of the site and to ensure the appropriate design and subsequent safe occupation of the development].

2. Contaminated Land ' Remediation Scheme

No development shall take place where (following the risk assessment) land affected by contamination is found which poses risks identified as unacceptable in the risk assessment, until a detailed remediation scheme shall have been submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. The remediation scheme shall be sufficiently detailed and thorough to ensure that upon completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use.

Reason: To ensure that the health risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the aims and intentions of the National Planning Policy Framework 2019 with specific reference to paragraphs 170 and 180 and Policy 16 of the Cornwall Local Plan Strategic Policies 2010 ' 2030, Adopted November 2016.

[A pre-commencement condition is required in this case because it is essential to establish before any works takes place the nature and extent of any ground contamination in order to safeguard the health of workers taking part in the development of the site and to ensure the appropriate design and subsequent safe occupation of the development].

3. Contaminated Land ' Verification Report following Remediation Scheme

The approved remediation scheme in condition (2) shall be carried out and upon completion a verification report by a suitably qualified contaminated land practitioner that demonstrates the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority before the development is occupied.

Reason: To ensure that the health risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the aims and intentions of the National Planning Policy Framework 2019 with specific reference to paragraphs 170 and 180 and Policy 16 of the Cornwall Local Plan Strategic Policies 2010 ' 2030, Adopted November 2016.

4. Contaminated Land ' Reporting of Unexpected Contamination

Any contamination that is found during the course of construction of the approved development that was not previously identified shall be reported in writing immediately to the local planning authority. Development on the part of the site affected shall be suspended and a risk assessment carried out and submitted to and approved in writing by the local planning authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the local planning authority. These approved schemes shall be carried out before the development is resumed or continued.

Reason: To ensure that the health risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the aims and intentions of the National Planning Policy Framework 2019 with specific reference to paragraphs 170 and 180 and Policy 16 of the Cornwall Local Plan Strategic Policies 2010 ' 2030, Adopted November 2016.

[Planning ref: PA20/04625 Our ref: SR20_009159 MR]

Appendix D – Council's Ecologist

Should the development go ahead then the recommendations made in Sections 5.6 and 5.7 of the Preliminary Ecological Appraisal should be required by condition. If classified as a 'major' development - then it will be subject to the 10% biodiversity net gain and an assessment using the Defra metric along with plans of how the net gain will be achieved will be required.

In response to the questions posed in Section 6.1.1 of the Scoping report:

1 – it is agreed with approach of a narrowly focusses EIA aligned with the principles of EIA proportionality.

2 - overall it is agreed with the topics that been scoped out/in. It is noted that emissions to air have been scoped out of the EIA. Provided that existing mechanisms are in place and that these can cope with the increased levels of emissions then this

conclusion is agreed with but queries are made as to the methods/standards in place that will be used to objectively measure odour levels.

3 - it is agreed with the overall approach to the EIA set out in Section 5 of the report.

4 - although ecology has been scoped of the main EIA assessment it should remain as a material consideration.

5 - information pertaining to topics scoped out but remaining as material considerations should be included as Appendices to the ES.

Appendix E – Cornwall Council Historic Environment Planning (Archaeology)–

We have consulted the Cornwall & Isles of Scilly Historic Environment Record and the submitted documents.

Although there are a number of prehistoric monuments (Bronze Age barrows) located nearby, one of which is a Scheduled Monument, and the site of a former military camp, the general lie of the land and contours away from these heritage assets, plus the previously disturbed nature of the land within this limited application area, suggests that there is nothing to be gained from an archaeological investigation should this proposal be brought forward as a planning application. Also, this site is not within an area of Anciently Enclosed Land.

In this instance we consider it unlikely that archaeological remains will be disturbed by groundworks.

RECOMMENDATION: Therefore, our scoping opinion is that no archaeological mitigation will be required and as a consequence no conditions will be sought.

Appendix F – Council's Senior Development Officer (Historic Environment Planning)

There are no comments to make in relation to this submission.

Appendix G - Environment Agency

Environment Agency position

We have reviewed the submitted EIA scoping report for the proposed development at Cannon Bridge Waste Transfer Site. We have further comments to make in respect of groundwater protection to ensure that the environmental statement will appropriately address the environmental issues we consider are of importance for this proposal.

Advice – Groundwater Environment

We recognise that 'Ground Conditions' is one of the topics to be subject to EIA, as outlined in section 4.3.26 onwards, however we consider that the further detail is required and the EIA should include the following topics:-

- the impacts on hydrogeology and the groundwater environment;
 - provide more information on the proposed construction methods. E.g. whether construction dewatering or piling shall be used, and what mitigation measures would be needed to protect the water environment?;
 - assessment of any impacts to surface water and groundwater abstractions.
- Also, the site surveys should include a door to door water features survey.

Advice – Waste Management

From the perspective of waste management, we consider the scoping report to be acceptable in principle. We provide the following detail relating to environmental permitting implications of the proposal.

The fire water tank and pump house

Suez were able to utilise the surface water system of the landfill site during a fire in 2017. The Installation landfill permit is due to be transferred from Suez to Cornwall Council. Consequently, the transfer will affect Suez's ability to utilise this surface water system. Following the transfer of permit a fire water tank and pumphouse will be needed to meet the requirements of an approved fire prevention plan.

As there is no permit condition requirement for the pumphouse, the facility falls outside of the Environment Agency's remit. However, noise pollution from this facility during testing procedures and incident use should be a consideration.

Chapter 16 of our Fire Prevention Plan guidance document currently states: You must have enough water available for firefighting to take place and to manage a worst case scenario. Depending on the site, this could be water in storage tanks or lagoons on site, or access to hydrants or mains water supply. A worst case scenario would be your largest waste pile catching fire. A water supply of at least 2,000 litres a minute for a minimum of 3 hours will be required for a 300 cubic metre pile of combustible material.

The volumes of water needed may be reduced if you have a system that lets the fire and rescue service re-circulate the water they are using to fight the fire (fire water). However, this water may need to be filtered and the fire and rescue service will also need to connect to your system. It may not always be appropriate or safe to re-circulate the water.

Annual Throughput

The permit does currently permit an annual throughput of 49,000 tonnes.///// Any amendments to the throughput limit would be subject to the submission and approval of a permit variation application form. The proposal to remove this limitation would result in a variation to an installations permit.

Currently, the permit allows a pre-treatment shredding for recovery limit of 75t per day. An increase in this limit would require a permit variation to an installations permit, as per Section 5.4 A (1) b of the Environmental Permitting (England & Wales) 2016 Regulations:

SECTION 5.4 Disposal, recovery or a mix of disposal and recovery of non-hazardous waste

Part A (1)

(a) Disposal of non-hazardous waste with a capacity exceeding 50 tonnes per day (or 100 tonnes per day if the only waste treatment activity is anaerobic digestion) involving one or more of the following activities, and excluding activities covered by Council Directive 91/271/EEC concerning urban waste-water treatment(4)—

- (i) biological treatment;
- (ii) physico-chemical treatment;
- (iii) pre-treatment waste for incineration or co-incineration;
- (iv) treatment of slags and ashes;

(v) treatment in shredders of metal waste, including waste electrical and electronic equipment and end-of-life vehicles and their components.

(b) Recovery or a mix of recovery and disposal of non-hazardous waste with a capacity exceeding 75 tonnes per day (or 100 tonnes per day if the only waste treatment activity is anaerobic digestion) involving one or more of the following activities, and excluding activities covered by Council Directive 91/271/EEC—

- (i) biological treatment;
- (ii) pre-treatment of waste for incineration or co-incineration;
- (iii) treatment of slags and ashes;
- (iv) treatment in shredders of metal waste, including waste electrical and electronic equipment and end-of-life vehicles and their components.

Emissions to Air

The permit currently permits the acceptance of food waste and the site is already regulated under an Environmental Permit for dust and odour. However, if Suez were to proceed with the proposed development of a food waste reception facility, the Site Management Plan (or Working Plan) which is referred to as an operating technique document in the permit, would need to be amended and a risk assessment carried out. Amendments to the Site Management Plan requires agreement in writing from the Environment Agency, as required by condition 2.3.1 of the permit.

Condition 2.3.1 of the permit requires that activities should be operated using the techniques, and in the manner described in the documentation listed in Schedule 1, Table S1.2 of the permit, unless otherwise agreed by the Agency in writing. The Site Management Plan is one of the documents that falls under the operating techniques documents.

The scoping report makes reference to vehicular operated, fast activated shutter doors for the loading and unloading of food waste. We advise that it may be unlikely for the Agency to give consent to an operating technique without this proposal.

If the loading and offloading of food waste had to be done outside of the building, we would have difficulty in consenting an amendment to the operating techniques, because we would consider the activity to pose an unacceptable risk of odour pollution which would be likely to breach other conditions of the permit. Food waste is likely to be highly odorous. Odour is likely to escape from the facility doors, when opened, during loading or unloading activities. The doors may be open for prolonged periods if the facility is busy. We therefore would not consider that a proposal without vehicular operated, fast activated shutter doors minimises the risk of odour pollution, in accordance with condition 1.1.1 of the permit. In addition, it would not constitute appropriate measures in accordance with condition 3.2.1 of the permit.

We generally require highly odorous waste like food waste to be loaded and unloaded, as well as stored and treated, inside a building with extraction to an appropriate abatement system. Our published guidance states that the applicant must provide "effective containment and abatement for odorous materials and activities" with further guidance available at the following link: <https://www.gov.uk/guidance/control-and-monitor-emissions-for-your-environmental-permit#odour>

We also consider that the loading of food waste outside, may also pose unacceptable risks of amenity issues due to pests, namely flies being caused and likely breaches of permit condition 1.1.1.

Clinical Waste Facility

Similar to the proposed food waste facility, if Suez are to proceed with the proposed development of a new Clinical Waste Facility the Site Management Plan (or Working Plan) which is referred to as an operating technique document in the permit, would need to be amended and a risk assessment carried out. Amendments to the Site Management Plan requires agreement in writing from the Environment Agency, as required by condition 2.3.1 of the permit.

Drainage Consideration

We would normally require all areas where waste activities are taking place, including loading and offloading areas, to have impermeable surfaces and sealed drainage to foul sewer, to prevent polluting run-off from these areas to controlled waters.

Loading and offloading food waste in and out of lorries outside in an area without impermeable surfacing and sealed drainage it is likely to produce a polluting surface water run-off. This would be a failure to minimise the risk of pollution, and would be a breach of condition 1.1.1 of the environmental permit. In addition, it would not constitute appropriate measures to prevent emissions in accordance with condition 3.1.1 of your permit. Also, any pollution of inland waters other than in accordance with a permit (which this would not be) constitutes a direct offence under regulations 12 and 38 of the Environmental Permitting Regulations.

Appendix H – Council’s Principal Sustainable Drainage Officer

The LLFA’s comments are as follows.

The proposed site sits within Flood Zone 1 based on the Environment Agency flood mapping data. The site is outside Critical Drainage Areas notified to the LPA by the EA. Mapping indicates some areas across the site which could be susceptible to surface water and groundwater flooding.

The LLFA has reviewed the FRA provided and is satisfied with the details contained within it. Proposals with respect to the drainage of the site should therefore be in accordance the principles set out in the FRA produced by Clarkebond Reference E05284/FRA dated 20/05/2020.

Appendix I – Council’s Highways Development Management Officer

In addition to the information submitted, any subsequent application should include a full Transport Assessment. As well as addressing the matters raised by Highways England, in respect of the Cornwall network, junction assessments should also be undertaken at the following locations;

1. Junction of B3359/U6158 (this is the road from B3359 junction to site access)
2. Junction of B3359/A390 at East Taphouse.
3. Junction of B3359/ C0222 (this is the road running NW/SE from South of Kilmansag to A390 at Middle Taphouse)
4. Junction of C0222/A390 at Middle Taphouse.

This should include a modelling assessment (J9/Pic), accident data, and swept path tracking (with largest vehicle deployed) to demonstrate geometry can accommodate the capacity being demonstrated. It is noted that at a number of the junctions listed, there are visual indications on the ground that wide sweeping, and/or carriageway and verge damage occurs.

A narrative of how vehicle movements from the various uses of/activities at this site have changed over time. There should be a clear breakdown, of what this proposal will result in, in terms of traffic impact, in the context of wider uses of/activities at the site.

Issues raised by Parish Councils in public consultation will also need to be addressed. This may well include Traffic Management Plans for the wider operation, to mitigate the impact. I will be assessing highway safety and capacity matters, however, management of the wider residential amenity issues will be of interest to the Planning Officer.

Depending on the conclusions of the junction assessments above, it may be necessary to consider mitigation works to accommodate this proposal.

Appendix J – Natural England

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The scoping request is for a proposal that does not appear, from the information provided, to affect any nationally designated geological or ecological sites (Ramsar, SPA, SAC, SSSI, NNR) or landscapes (National Parks, AONBs, Heritage Coasts, National Trails), or have significant impacts on the protection of soils (particularly of sites over 20ha of best or most versatile land), nor is the development for a mineral or waste site of over 5ha.

At present therefore it is not a priority for Natural England to advise on the detail of this EIA. We would, however, like to draw your attention to some key points of advice, presented in annex to this letter, and we would expect the final Environmental Statement (ES) to include all necessary information as outlined in Part 4 of the Town & Country Planning (Environmental Impact Assessment) Regulations 2017. If you believe that the development does affect one of the features listed in paragraph 3 above, please contact Natural England at consultations@naturalengland.org.uk, and we may be able to provide further information.

Appendix K – Highways England

Highways England ("we") are a Statutory Consultee on Planning Applications under the Town and Country Planning (Development Management Procedure) Order 2015. In discharging this responsibility we act as a proactive partner and therefore welcome pre-application discussion, including the opportunity to provide advice on the scope of any Environmental Statement pursuant to the procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, which also identified the Highways Agency (now Highways England) as a statutory party.

In your letter of 30 June you have invited Highways England to provide comments on the scope of an EIA Report in respect of development within the existing Connon Bridge Landfill Waste Complex to facilitate the introduction of Cornwall's new waste collection service design. The site is subject to a number of existing planning permissions for a range of waste uses with a current throughput limit for combined RDF/RTS uses of 49,000 tonnes per annum. There is no current restriction on vehicle numbers. The proposals primarily relate to providing facilities for receiving food waste and clinical waste to be bulked up for onward transportation and are expected to generate an additional throughput of 6,000 tonnes per annum. It is therefore proposed to also remove the current tonnage limit. It is understood that no changes are proposed to the existing HWRC.

Existing WTS operations are estimated to generate 98 two-way vehicle movements per day based on a throughput of 45,000 tonnes per annum. The proposed operations are predicted to generate a combined 204 two-way vehicle movements per day, operating Monday-Saturday.

We have set out below both the general and specific areas of concern that Highways England would wish to see considered as part of any Environmental Statement. The comments relate specifically to matters arising from our responsibilities to manage and maintain the SRN, in this case the A38 specifically.

Comments relating to the local road network should be sought from the appropriate Local Highway Authority.

General aspects to be addressed in all cases

- *An assessment of transport related impacts of the proposal should be carried out and reported as described in the current Ministry for Housing, Communities and Local Government (MHCLG) guidance on 'Travel Plans, Transport Assessments and Statements in decision-taking'.*
- *Environmental impacts arising from any disruption during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported, along with the environmental impact of the road network upon the development itself.*
- *Adverse changes to noise and air quality should be particularly considered, including in relation to compliance with the European air quality Limit Values and/or Local Authority designated Air Quality Management Areas (AQMAs) and World Health Organisation (WHO) criteria.*

Location specific considerations

- *An assessment of traffic impacts should consider the operation of the SRN, in particular the A38 Twelvetrees Roundabout junction with the A390, in line with National Planning Practice Guidance and DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development. Where the proposals would result in a severe congestion or unacceptable safety impact, mitigation will be required in line with current policy.*
- *The effects of the proposed development should be assessed cumulatively with other schemes and we would expect the applicants to agree an appropriate list of schemes, including committed development in the area, with the relevant local planning authority.*

These comments are only advisory, as the responsibility for determining the final scope and form of the EIA Report rests with the local planning authority, and they imply no pre-determined view as to the acceptability of the proposed development in traffic, environmental or highway terms.

Appendix L – Countryside Access Team –

Thank you for consulting Countryside Access Team in respect of this Planning Application. I can confirm that Countryside Access Team in its role as Highway Authority for Public Rights of Way has NO OBJECTION to the proposals. Footpath 633/4/1 must remain open and accessible at all times.

Appendix M – Ramblers Association (Cornwall) –

Thank you for consulting the Ramblers. We have no objection to this proposal.

Appendix N – St. Pinnock Parish Council –

The Parish Council object to this application for a scoping opinion and will strongly object to any further applications for the Connon Bridge site. The people of St Pinnock parish were promised that the site would close once the landfill ceased.

Residents have lived with the operations at Connon Bridge for many years. and the effect this has had on their lives, including the traffic movements thorough the village of East Taphouse. The site should now close leaving only the land restoration to be completed; and the current household waste recycling and shredder operations until their current planning permissions expire.

Appendix O – Broadoak Parish Meeting

Thank you for the opportunity to consult on the subject Scoping Opinion request pertaining to Connon Bridge PA20/04625.

There are three areas of concern, which, in our opinion will impact the Scoping Opinion and the scope of the Environmental Impact Assessment (EIA).

1. Emissions to Air/Odour

The installation of a food waste transfer station in support of the new Cornwall Council (CC) Waste contract due for delivery in late 2020/early 2021 raises significant concerns with regard to odour.

Whilst the food waste will only be kept on-site for a maximum of 72 hours (4.2.7; Scoping Report) it is relevant to note that the collected material will be up to 7 days old on the day of delivery to Connon. Putrefaction is therefore inevitable.

- With prevailing winds often from the southwest how will the applicant ensure that odours are not transmitted northwards from the site towards sensitive receptors in the event of any operational malfunction? The operational risks and their mitigations will need to be fully articulated within the EIA.

2. Vehicular movements.

It is noted that:

- The planning application (PA20/04625) is a new application and not a variation to any existing site permissions
- That vehicular movements are unlimited at Connon Bridge under the current permissions (Section 4.3.3; Scoping Report).
- That local communities and the environment have benefitted greatly from the significant reduction in traffic following cessation of landfill activities in 2018. This

marked reduction was, in the past, used to justify the subsequent small(er) increase in vehicular movements seen when a shredding operation was established on-site in 2019.

Vehicular movements are now set to increase by over 100% (rising from 98 to 204 per day), Section 2.3.21; Scoping Report), to levels seen when the landfill site was in full operation. This equates to a vehicular movement along the B3359 and the A390 corridor every 3 minutes. This is considered highly significant.

Whilst not amplified within the scoping report over 60% of the projected increase in traffic movements are not related to the food waste stream at all, but to a diversion of road sweepings/fly tipping materials and other refuse collections from central Cornwall (Tregongeeves Site).

Disappointingly, none of the increased vehicular movements are to be powered by sustainable fuels (gas/electric/hybrid; pers. comm. CC).

In light of this order of magnitude increase in polluting diesel traffic levels

- The EIA should focus on the negative impact on air quality in East Taphouse and wider afield.
- The EIA must consider both traffic management in/out of site and road safety plans.
 - Congestion of the public highway at the site entrance is already a common issue and this is likely to be exacerbated if/when the number of vehicular movements double. Any traffic management plan needs to fully resolve this issue.
 - Consideration for safe pedestrian road crossing facilities in East Taphouse and other conurbations along the A390 corridor reflecting the significant projected increase in heavy traffic.

Note: In light of this unprecedented growth in traffic volumes it is likely that the Planning Authority will be asked in any subsequent application consultation to establish a daily cap on vehicular movements and total annual throughput at Connon Bridge (see also item 3 below).

3. Throughput Caps/Proportionality.

The Scoping Report (Section 2.3.19 and 20) proposes the lifting of the annual throughput limit (49,000 tonnes pa) at Connon Bridge. Elsewhere it argues under Proportionality (Section 3.2.2) that the EIA should not be onerous as the WR facility proposed is modest in size. This is completely contradictory.

- The scope of the EIA must be fit-for-purpose and therefore reflect either
 - A modest increase of c.6000 tonnes pa, or
 - Must be wide-ranging and detailed enough to support a facility with no ceiling on throughput.

In the latter case it is difficult to envisage how such an EIA might be scoped as there would be few physical parameters to constrain it.

Appendix P – Residents comments-

First resident

1. Tonnages:

The applicant has not demonstrated any compelling need to delete the site limit of 49,000 tonnes per annum:

- According to the PowerPoint presentations that Cornwall Council/SUEZ have given to the Parish Council and members of the public, the weights of what is currently contained in black bag waste coming to Connon will GO DOWN by a significant 39.3%/17,685 tonnes per annum.
- Cornwall Council have expanded the terms of this proposal by their plan to bring road cleansing materials from St. Austell and beyond to Connon Bridge. Although as yet they have not stated the additional tonnage that this will generate, they have indicated vehicle movements which will increase road sweeper movements to/from Connon by 925% and contribute to a 66% increase in overall vehicle movements which would indicate that they are planning to bring all of Cornwall's road sweepings to Connon.
- Road sweepings for the whole of Cornwall for the year 2016/17 amounted to 5190 tonnes.
- Even adding road sweepings to the residual+50% of food waste content in black bag waste (27,315 tpa) still allows a 'future proofing' capacity of 33.66%/ 16,495 tonnes per annum – which is three times more than the current 10.2%/5,000 tonnes per annum leeway.

2. Emissions to Air

As the scoping report rightly states, the potential for odour from the site is of great concern locally, therefore 'Emissions to air' should not be scoped out of the environmental impact assessment as SUEZ have not demonstrated conclusively that odour emissions would be adequately controlled:

- "Putrescible wastes accepted on site will be removed from site within 48 hours, or 72 hours over a bank holiday weekend" - it could be up to a week old before it is even collected and could be in an advanced state of putrefaction and consequently extremely pungent.

- No mention is made of the delivery vehicles nor the vehicles taking it away – it is understood that they will be fitted with just a 'roller-blind' type cover which would not provide a very adequate air seal
- "Any particularly odorous materials delivered to the site will be rejected. Should the situation occur where a load does contain particularly odorous waste, this will be immediately placed in a quarantined area and removed by the end of the working day". Rejected and quarantined it might be, but it will still be accepted on site – and remain on site until the end of the working day.
- Based on the figures provided, the doors will be opened, on average, once every 19 minutes to admit/exit delivery vehicles throughout the working day. In addition to this must be added the visits by collection vehicles – which will increase the frequency of door opening still further. On each occasion, odours from the concentrated, rotting food waste will undoubtedly be released.

These factors cannot be summarily discounted and warrant serious consideration as an inclusive part of this EIA. The Applicant's contention that "It is the prospective applicant's contention that these sources of emissions can be adequately controlled to the extent that they would not result in significant effects on the environment" has not been adequately demonstrated and needs to be explored in greater depth than the applicant appears to wish.

3. There is no mention whatsoever in the Scoping Report regarding Cornwall Council's proposal to also divert to Cannon Bridge an as yet undisclosed tonnage of 'road cleansing' materials by an additional fleet of 33 vehicles per day. This activity alone will increase 'road sweeper' movements by 925% from 8 movements per day to 74 per day with this activity alone contributing to a 66% increase in the overall vehicle movements to/from the site

Lorry movements to/from site for all activities increases by 104% from 100 movements per day to 204 movements per day.

These significantly higher additional vehicle movements to/from the site will detrimentally affect the A390 through East Taphouse in particular and the area in general – it therefore needs to be given specific and serious consideration in this Environmental Impact Assessment.

Second resident

We can smell the methane on our farm even now when conditions are adverse, which impacts on our holiday cottage business. When it was an active tip, we could hear the lorries reversing, and after such a tough year, we do not need anything that will cause negative impact.

I would also make the point about there being other 'receptors' in the area who might be adversely affected by pollution other than those listed by the applicant -including homes and holiday lets in the locality as well as the members of the public visiting the recycling centre. The applicant should assess the likely environmental impact upon those and it is important that the developer demonstrate where they will not fully comply with EU standards to control pollution including air/water/ground pollution. On

airbnb alone there are 23 holiday properties listed, and the impact on existing businesses must be considered.

Appendix B Grant of Conditional Planning Permission and subsequent conditions

Cornwall Council

Pydar House Pydar Street Truro Cornwall TR1 1XU

Email: planning@cornwall.gov.uk

Tel: 0300 1234151

Web: www.cornwall.gov.uk



Application number: PA19/01517

Applicant:

SUEZ Recycling And Recovery UK
Campground VEC
Springwell Road
Wrekenton
Gateshead
NE9 7XW

**Town And Country Planning Act 1990 (As Amended)
Town And Country Planning (Development Management Procedure) (England)
Order 2015**

Grant of Conditional Planning Permission

CORNWALL COUNCIL, being the Local Planning Authority, **HEREBY GRANTS CONDITIONAL PERMISSION**, subject to the conditions set out on the attached schedule, for the development proposed in the following application received on 19 February 2019 and as shown on the plans attached to the original Decision Notice:

Description of Development:	Proposed further development of the existing operational Cannon Bridge landfill waste management facility with variation of Condition Nos. 2, 3, 4, 10, 11, 13, 15, 23, 31, 32, 33, 35, 36, 37, 38 and 40 of PA12/06980 seeking revised (reduced level) contours and revised restoration strategy including drainage / planting / public access / restoration hours matters
Location of Development:	Cannon Bridge East Taphouse Liskeard PL14 4NP
Parish:	St. Pinnock

YOUR ATTENTION IS DRAWN TO THE ATTACHED NOTES.

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

CONDITIONS:

1 This permission authorises the following:-

- the restoration and aftercare of the closed landfill site in accordance with the conditions of this permission.
- retention of other associated and co-located waste management activities until December 2036, such retained activities to include, the existing Household Waste Recycling Centre (HWRC) , site offices and weighbridges, pollution control infrastructure which are not covered by separate planning permissions, Waste Transfer Station building, for use as a Waste Transfer Station (WTS), ancillary developments to enable site operation and restoration including site bunding, landscaping and progressive restoration.
- the use of the WTS facility to treat wood waste to produce a Refuse Derived Fuel (RDF) up until December 2036;
- the continued use of the WTS as a facility to treat residual waste to produce RDF up until December 2036.

There shall be no development outside of the area edged red on Drawing No. Cnb- Pln-0119-01.

Reason: To control the duration and extent of the development in accordance with Planning Practice Guidance.

2 No development shall be carried out except in accordance with the details in the submitted application dated 20/07/2012 - Council Ref PA12/06980, as amended by the application dated February 2019, and the accompanying documentation.

Schedule of approved plans:-

- Cnb-SLP-1111: Site Location Plan;
- Cnb-Pln-0119-01: Planning Application Boundary Location;
- 18026_L01_02 rev J (Landscape Restoration);
- Cnb-LTP-1218-L6a: LTP Layout - General Arrangement;
- 4000- Issue Z3: Waste Transfer Station - As Built - General Arrangement;

DATED: 16 August 2019

Louise Wood - Service Director Planning and Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

- 4002- Issue Z2: Waste Transfer Station - As Built- Foul and Surface Water Drainage;
- G(1): Waste Transfer Station - As Built - Structure;
- 4014- Issue Z2: Waste Transfer Station - As Built- Steel Frame Building Section;
- HWRC/LISK/OPLAY/01A: Household Waste Recycling Centre - Operational layout.
- Drawing No. 6573.SWM.D02B - General Arrangement;
- Drawing No. Cnb-PROP-1018-01a Proposed Restoration Contours overlaid with Approved Restoration Contours;
- Surface Water Management Plan - Document Ref EEL.7195.R02.001 dated January 2019;
- Document Titled - 'Ecology Restoration Plan' (Ian Davies, Code 7 Consulting) dated January 2019;
- Document Titled - 'Ecology: Condition Monitoring Plan' (Ian Davies, Code 7 Consulting) dated January 2019.

For the avoidance of doubt, environmental management infrastructure such as gas and leachate wells, monitoring points and connecting pipework is not shown on Drawing No. 18026_L01_02 rev J but will remain on the surface of the restored landfill site where burial within the soil profile is not required for health and safety or other management reasons.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 3 The areas of former landfilling shall be restored in accordance with the provisions of Drawing No. 18026_L01_02 rev J (Landscape Restoration) by 31st December 2020. Other operational areas of the site shall be restored by 31 December 2036 in accordance with details to be agreed in writing with the LPA, with such details to include both restoration and aftercare. Details of any additional fencing required to separate these other operational areas from the restored landfill shall be agreed in writing with the LPA.

The provisions of this condition shall not apply to the areas occupied by the landfill gas engines or the leachate treatment plant unless the Environment

DATED: 16 August 2019

Louise Wood - Service Director Planning and Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Agency (or its successor) have confirmed in writing that these items of environmental control infrastructure are no longer required.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

4 This permission authorises :-

- the installation and operation of plant and machinery within the WTS building for treatment / processing of residual wastes including the use of shredders, trommel, baler, conveyors as necessary along with the use of a fork lift truck to load Refuse Derived Fuel (RDF) product and a loading shovel or similar to load materials onto lorries for export from the site. There shall be neither storage of residual waste materials awaiting processing nor processed materials awaiting export from the site outside of the WTS building except with the prior written approval of the LPA.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

5 The approved RDF processing facility shall only be utilised for the receipt and processing of residual municipal solid /commercial/industrial wastes including waste wood, arising from Cornwall's waste collection routes and / or Household Waste Recycling Centres (HWRCs) with a maximum throughput of 49,000 tonnes in any 12 month period.

The operators shall keep contemporaneous records of all waste inputs for the duration of this consent and make these records available to the LPA on request to show compliance with this condition.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

6 No RDF product shall exit the WTS building except in sheeted or otherwise covered lorries and/or as baled blocks - shrink wrapped.

No shrink wrapped RDF blocks shall be stored more than 2 units high (ie maximum height of 2 metres) and none shall be stored outside of the WTS building except within an area prior approved in writing by the LPA.

DATED: 16 August 2019

Louise Wood - Service Director Planning and Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 7 Following the cessation of leachate generation at the Connon Bridge Landfill Site, the surrender of the Environmental Permit (or any superseding or amending licensing regime) or within six months of the leachate treatment facility failing to be operated for any 12 month period, the leachate treatment facility shall be decommissioned and demolished and the sites shall be restored in accordance with a scheme to be agreed in writing by the LPA.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 8 The operators shall notify the LPA in writing within 1 month of the date of commencement / completion of each of the following:-

- (i) completion of final restoration under this planning permission;
- (ii) date of completion of aftercare.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 9 Written approval of details of all fixed plant or machinery buildings, structures and erections or private ways shall be obtained from the LPA. Development shall only be carried out in accordance with the approved details prior to their erection or construction.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 10 No restoration works associated with the landfill site shall be carried out except between the following times:

- between 0700 and 1700 hours Monday to Friday;
- between 0700 and 1300 hours on Saturday;
- between 0700 and 1700 hours on Saturdays immediately following Bank and Public Holidays.

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Bank and Public Holiday operation shall be restricted to manual operations not involving the use of mobile plant. Exceptions to the hours detailed above shall only be with the prior written agreement of the LPA.

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact upon the residential amenities currently enjoyed by existing residents and businesses in accordance with the aims and intentions of paragraphs 170 and 180 of the National Planning Policy Framework 2019 and Policies 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 11 There shall be no access to the HWRC for tipping except between the following times:-

- between 0800 and 1630 hours each day in winter (1st October to 31 March);
- between 0800 and 1830 hours each day in summer (1st April to 30th September)

No vehicle shall enter or leave the RDF facility (WTS building) and no working shall take except between the following times:-

- between 0700 and 1700 hours Mondays to Fridays;
- between 0700 and 1300 hours on Saturdays.

There shall be no working on Sundays, Christmas Day or Boxing Day.

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact upon the residential amenities currently enjoyed by existing residents and businesses in accordance with the aims and intentions of paragraphs 170 and 180 of the National Planning Policy Framework 2019 and Policies 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 12 No temporary operations including soil stripping, excavations, liner placement, bund formation and removal and other mitigation measures shall be carried out except between 0700 and 1700 hours Mondays to Fridays.

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact upon the residential amenities currently enjoyed by existing residents and businesses in accordance with the aims and intentions of paragraphs 170 and 180 of the National Planning Policy Framework 2019 and Policies 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 13 All practicable means shall be employed by the operators for preventing or minimising the emission of dust, smoke, fumes, odours, landfill gas, leachate, litter or the creation of noise during the approved use of the site. The provisions

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

of this condition include the installation and maintenance of effective silencers on all plant and machinery to the manufacturer's recommendation and specification.

[These matters shall be the subject of detailed control /enforcement by the Environment Agency under the terms of the Environmental Permit]

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact upon the residential amenities currently enjoyed by existing residents and businesses in accordance with the aims and intentions of paragraphs 170 and 180 of the National Planning Policy Framework 2019 and Policies 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 14 All access to and egress from the site for vehicles associated with tipping WTS/RDF operations shall be by the access shown diagonally hatched yellow on Drawing No. 18026_L01_02 rev J (Landscape Restoration)

Reason: To ensure the use of a safe and satisfactory access in the interests of highway safety in accordance with the aims and intentions of paragraph 108 of the National Planning Policy Framework 2019 and Policy 27 of the Cornwall Local Plan 2010-2030 (CLP).

- 15 Any lorries loaded with RDF and exiting onto the public highway shall be sheeted. Any exports from the site of shrink wrapped RDF blocks shall be via curtain sided HGVs unless otherwise agreed in writing with the LPA.

Reason: To ensure the use of a safe and satisfactory access in the interests of highway safety in accordance with the aims and intentions of paragraph 108 of the National Planning Policy Framework 2019 and Policy 27 of the Cornwall Local Plan 2010-2030 (CLP).

- 16 Best practicable means shall be taken at all times to ensure that vehicles leaving the site are in a condition so as not to emit dust or deposit mud, slurry or other debris on the public highway.

Reason: To ensure the use of a safe and satisfactory access in the interests of highway safety in accordance with the aims and intentions of paragraph 108 of the National Planning Policy Framework 2019 and Policy 27 of the Cornwall Local Plan 2010-2030 (CLP).

- 17 The leachate treatment facility shall be used solely for the processing and treatment of landfill leachate which has been generated by the Connon Bridge Landfill Site.

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 18 All oil and/or tanks shall be surrounded by bund walls of sufficient height and construction so as to contain 110% of the total contents of the largest tank and associated pipework in the event of a spillage. All plant and machinery not in current use shall be stored in a tidy manner and all redundant plant, machinery, vehicles, or scrap shall be removed from the site.

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact on water interests in accordance with the aims and intentions of paragraphs 163 and 165 of the National Planning Policy Framework 2019 and Policies 1 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 19 Surface water management on the landfilled parts of the site shall be as indicated on the scheme shown on Drawing No. 6573.SWM.D02B - General Arrangement and detailed in the submitted Surface Water Management Plan - Document Ref EEL.7195.R02.001 - dated January 2019. The final approved scheme shall have been fully implemented by 31st December 2020 at the latest and subsequently shall be maintained in accordance with the approved details. Once completed an 'as constructed' drawing must be submitted to the LPA, supported by detail of the management and maintenance regime for the surface water drainage systems.

Reason: To ensure that the development is undertaken in a manner which reduces any potential impact on water interests in accordance with the aims and intentions of paragraphs 163 and 165 of the National Planning Policy Framework 2019 and Policies 1 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 20 There shall be no floodlighting of the site except in accordance with details to be agreed in writing by the LPA. Any approved lighting shall be positioned so as not to cause glare or annoyance to local residents or users of the local highway network.

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 21 There shall be no stacking of RDF blocks outside of the WTS building until the operators have submitted to and had approved in writing by the LPA a sample of the shrink wrapping material. Thereafter all blocks shall be wrapped in material of the approved colour for the duration of operations.

DATED: 16 August 2019

Louise Wood - Service Director Planning and Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 22 Any skips stored at the site shall be incidental to the waste management operations at the site and shall be confined to an area in accordance with details to be agreed in writing by the LPA.

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 23 All topsoil on site shall be conserved for future use in restoration. Unless otherwise agreed in writing by the LPA, no topsoil, subsoil or excavated material shall be removed from the site.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 24 All topsoil storage at the site shall be in bunds not exceeding 2 metres in height and shall be in locations approved in writing by the LPA.

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 25 All storage bunds intended to remain in situ for more than 6 months or over the winter shall be grassed over / vegetated in accordance with details to be agreed in writing by the LPA. Such a scheme shall include details of vegetation establishment, weed control and appropriate management and shall be submitted to and be approved in writing by the LPA prior to bund construction. Schemes shall include details of weed control and other necessary maintenance. The seed mixture and the application rates shall be approved in writing with the LPA not less than one month before it is expected to complete the formation of the storage bunds, unless otherwise agreed.

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 26 All screen mounds shall be such that the outward facing slopes shall not exceed a gradient of 1 in 3 (vertical to horizontal) and the tops of the mounds shall be

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

undulating, to avoid an engineered appearance unless providing noise screening. Mounds shall be seeded to grass or a grass / shrub mixture and thereafter maintained throughout the operational life of this permission.

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 27 The site shall be restored in accordance with the details in the Document Titled - 'Ecology Restoration Plan' (Ian Davies, Code 7 Consulting) dated January 2019. The operators shall provide an end of year review document to the LPA detailing the progress of the restoration achieved during the previous calendar year, including the provision of annual end of year site topographical surveys, and the programme of restoration and aftercare works scheduled for the succeeding 12 month period. This end of year review document shall be submitted to the LPA not later than 1 month from each year end -i.e. by 31st January subsequent to each calendar year end.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 28 The site shall be subject to aftercare in accordance with the provisions of Document Titled - 'Ecology: Condition Monitoring Plan' (Ian Davies, Code 7 Consulting) dated January 2019.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 29 If, following the restoration of any part of the site, differential settlement occurs that requires remediation, the details of the necessary remediation works shall be submitted to the LPA for approval in writing. The details shall include information on the area to be subject to remediation works, the materials to be used and the timescale for completion of works. The approved details shall be carried out in their entirety.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 30 At such time as the landfill gas control and other landfill associated infrastructure is no longer required on site, the structures and any associated equipment shall be removed in accordance with details to be agreed in writing with the LPA.

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 31 The operators shall install a wildlife viewing shelter in accordance with details to be agreed in writing with the LPA - at a point on one of the permissive paths within 2 years from the date of the completion of the final restoration- (this date to be notified under Condition No. 8 above).

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 32 A permissive car parking area shall be installed as part of the restoration of the landfill site as shown on drawing 18026_L01_02 rev J (Landscape Restoration) in accordance with details to be submitted and agreed in writing with the LPA. Public access to this car parking area may cease if in the reasonable opinion of the LPA it becomes subject to habitual misuse.

Reason: For the avoidance of doubt and in the interests of proper planning and to control the extent of the development in accordance with Planning Practice Guidance.

- 33 All trees / shrubs within areas coloured dark green and titled identified as existing woodland retained on Drawing No. 18026_L01_02 rev J (Landscape Restoration) shall be retained / protected and shall not be damaged, destroyed, uprooted, felled, lopped or topped for the duration of operations and the specified aftercare period without the previous written approval of the LPA. Any such trees / shrubs in these areas removed without permission or dying or becoming seriously damaged or diseased during that period shall be replaced in the following planting season with trees / shrubs of similar size and species in accordance with details submitted for the previous written approval of the LPA.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 34 The final landform and surface restoration levels shall not exceed the levels shown as 'Proposed Restoration Contours' on Drawing No. Cnb-PROP-1018-01a (Proposed Restoration Contours overlaid with Approved Restoration Contours).

DATED: 16 August 2019

Louise Wood - Service Director Planning and Sustainable Development

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA19/01517

Reason - In the interests of visual amenity and in accordance with the aims and intentions of para 180 of the National Planning Policy Framework 2019 and Policies 1, 12, 13 and 16 of the Cornwall Local Plan 2010-2030 (CLP).

- 35 Written approval of details of the location and noise specification of any mechanical screener to be used for restoration soil processing shall be obtained from the LPA prior to use.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 36 On completion of the importation of waste material to the application site as a whole, all access roads, buildings and any other site facilities not essential for restoration / aftercare or for continuing landfill gas extraction / leachate monitoring and control shall be removed or demolished and any hardstandings or foundations shall be removed where these would interfere with the restoration of the site prior to the final seeding and cultivation of the land.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

- 37 During the operation of the site and the stated aftercare period following the cessation of operations, noxious weeds in particular Ragwort and Japanese Knotweed shall not be allowed to colonise the site. Recognised control measures shall be implemented as soon as is practicable following initial infestation until clearance has been achieved.

Reason: To protect and enhance ecological interests in accordance with the aims and intentions of paragraph 170 of the National Planning Policy Framework 2019 and Policies 1, 2 and 23 of the Cornwall Local Plan 2010-2030 (CLP).

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

PLANS REFERRED TO IN CONSIDERATION OF THIS APPLICATION:

Submitted Plan Cnb-Pln-0119-01 received 19/02/19
Submitted Plan Cnb-SLP-1111 received 19/02/19
Submitted Plan 18026_L01_02 rev J received 24/05/19
Submitted Plan Cnb-LTP-1218-L6a received 19/02/19
Submitted Plan 4000- Issue Z3 received 19/02/19
Submitted Plan 4002- Issue Z2 received 19/02/19
Submitted Plan G(1) received 19/02/19
Submitted Plan 4014- Issue Z2 received 19/02/19
Submitted Plan HWRC/LISK/OPLAY/01A received 19/02/19
Submitted Plan 6573.SWM.D02B received 19/02/19
Submitted Plan Cnb-PROP-1018-01a received 19/02/19
Submitted Plan EEL.7195.R02.001 received 19/02/19

In dealing with this application, the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with a planning application, on this occasion this has included :

Discussions/negotiations ongoing with LPA throughout determination of planning application

Dedicated phone number of the case officer for the Applicant/Agent

Close liaison with the Parish Council/ Parish Meeting in accordance with the protocol.

DATED: 16 August 2019

Louise Wood - Service Director Planning and
Sustainable Development

NOTES

Appeals to the Secretary of State

If the applicant is aggrieved by the decision of the local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then they may appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990. If you want to appeal, then you must do so within 6 months of the date of this notice (or 12 weeks from the date of this notice in the case of householder appeals made in relation to applications submitted on or after 6 April 2009). Appeals must be made to the Planning Inspectorate using a form which can be obtained from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.co.uk/pcs. A copy of the completed appeal form must also be submitted to the Council.

Please Note:- If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK. (<https://www.gov.uk/government/collections/casework-dealt-with-by-inquiries>).

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on Cornwall Council. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of this notice. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within 28 days of the date of service of the enforcement notice.

SUEZ Recycling And Recovery UK
Campground VEC
Springwell Road
Wrekenton
Gateshead
NE9 7XW

Your ref: Connon Bridge Landfill s73
My ref: PA19/01517
Date: 16 August 2019

Dear Sir/Madam

**Proposed further development of the existing operational Connon Bridge landfill waste management facility with variation of Condition Nos. 2, 3, 4, 10, 11, 13, 15, 23, 31, 32, 33, 35, 36, 37, 38 and 40 of PA12/06980 seeking revised (reduced level) contours and revised restoration strategy including drainage / planting / public access / restoration hours matters
Connon Bridge East Taphouse Liskeard PL14 4NP**

With reference to this planning application, I enclose the Council's decision notice granting permission.

If conditions have been included that must be complied with before the commencement of the development, e.g. "No development shall commence before ...", and this is not done, the development cannot be validly commenced even if it is within the time limit set by Condition.

If details are required I look forward to receiving them. Application forms can be found on https://ecab.planningportal.co.uk/uploads/appPDF/D0840Form027_england_en.pdf.

Your attention is drawn to the recent change of fees to discharge planning conditions under The Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012:

£116 (per request) for applications not falling within fee categories 6 or 7 (non-householder applications)

£34 (per request) where the request relates to an application for works to an existing dwelling, or within the curtilage of such, falling within fee categories 6 or 7 (householder applications only)

No fee – for applications to discharge conditions relating to a Listed Building Consent.

You may wish to take the opportunity to submit details to discharge more than one condition per request.

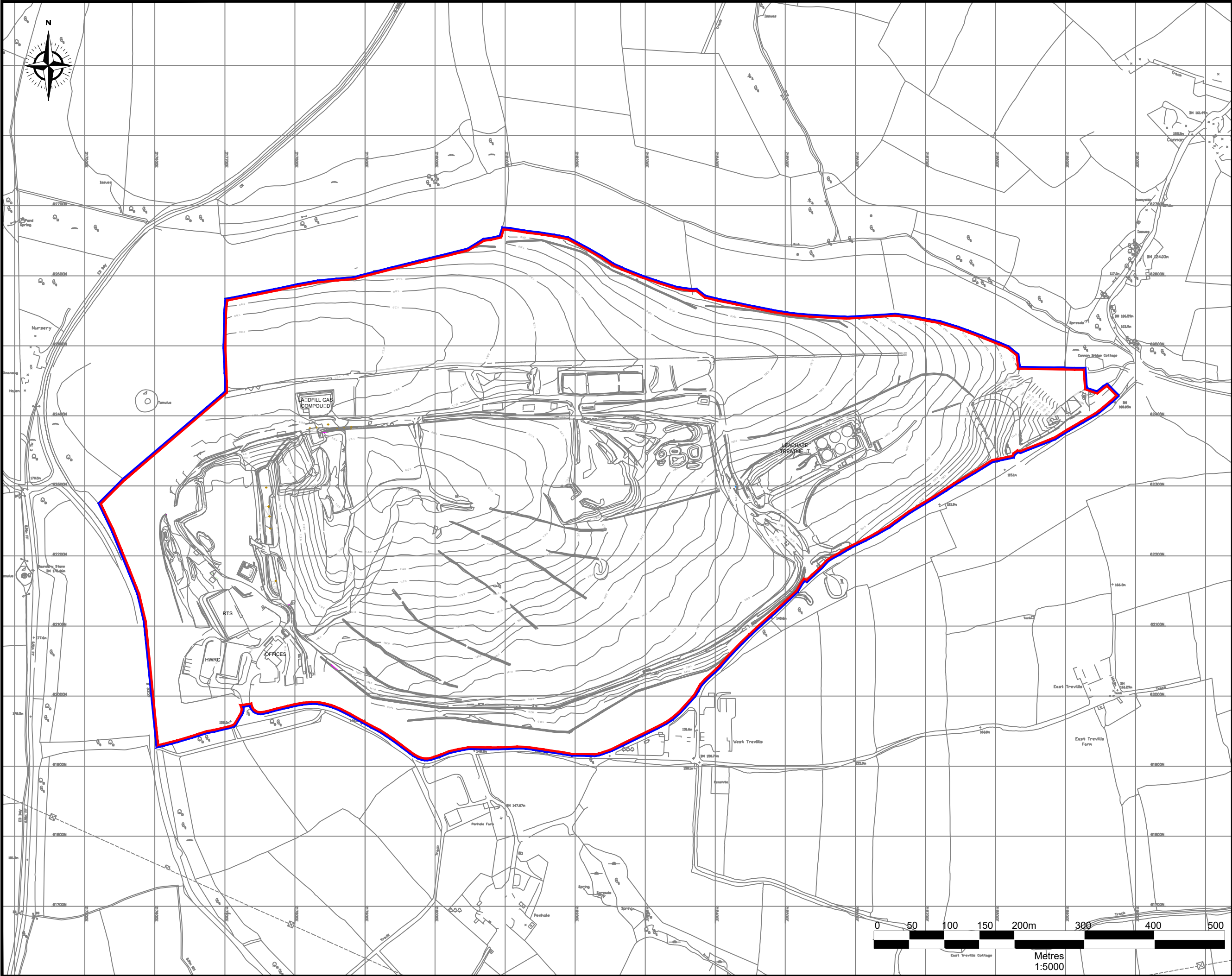
Yours faithfully

Tim Warne

**Principal Development Officer
Planning and Sustainable Development Service
Tel: 01872 224475**

Cornwall Council
Pydar House Pydar Street Truro Cornwall TR1 1XU
planning@cornwall.gov.uk

Appendix C Site Boundary Location



Notes

1. Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright, Licence Number 10000410.

Planning Permission
PA12/0180

Land under the control of the
Applicant

Rev subject date



Darwin Resource Recovery Park, Lower Eccleshill Road, Darwin, BB3 0RP
Tel: 01254 811100, Fax: 01254 811141, Email: richard.bisset@srta.co.uk

Site
Cannock Bridge Landfill Site

Title
Planning Application Boundary Location

Scale
1:5000 on A3

Date
January 2018

Drawing Ref
Cnb.Pln.01101

Drawn by

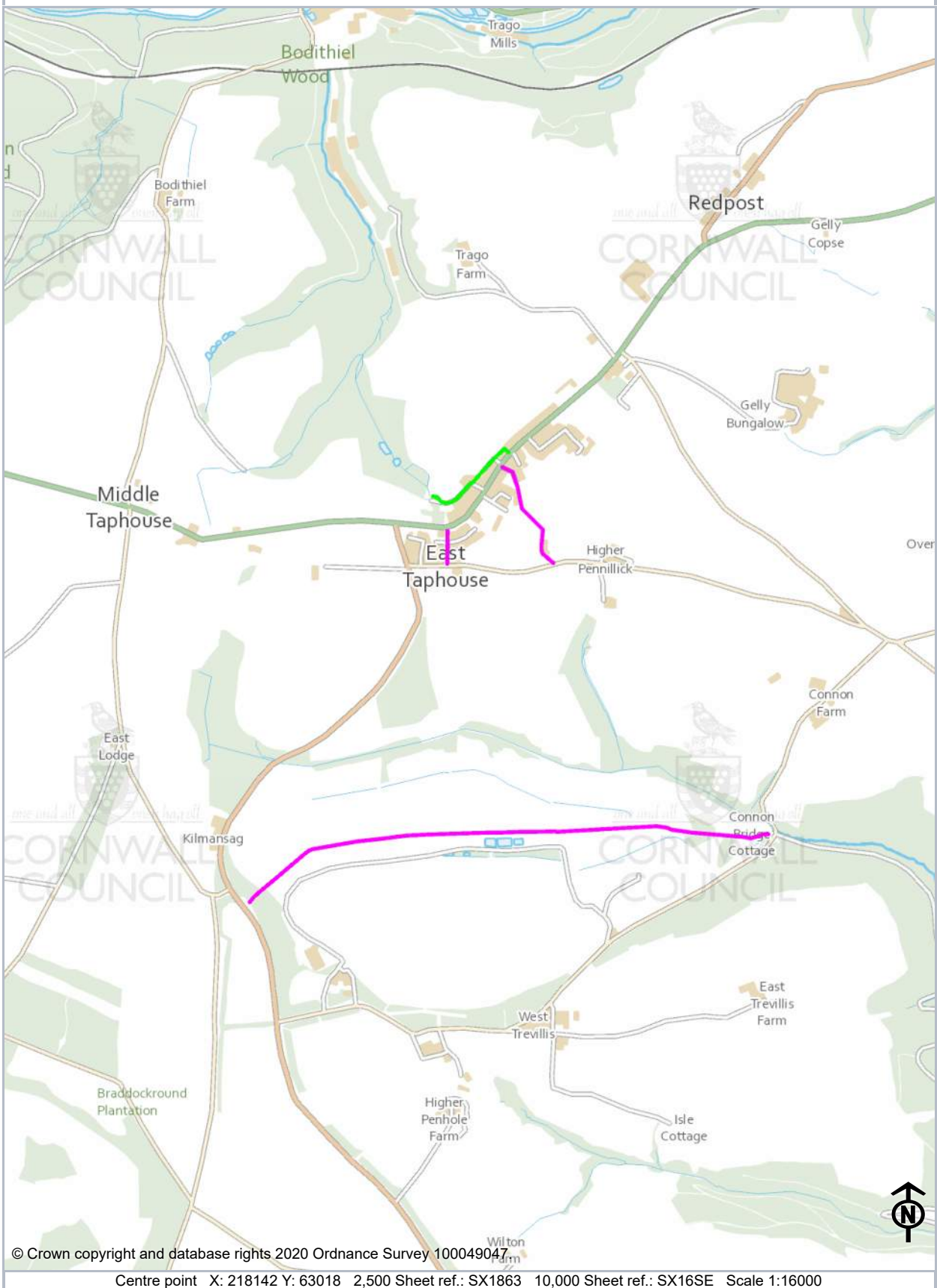
RB

Checked by

AW

Appendix D Public Rights of Way

PRoW Network



Appendix E Walking Isochrone



A390

East Taphouse

Bus Shelter

Jubilee Cottage

The Laurels

B3359

Walking Catchment

- 400m
- 800m
- 1200m
- 1600m
- 2000m

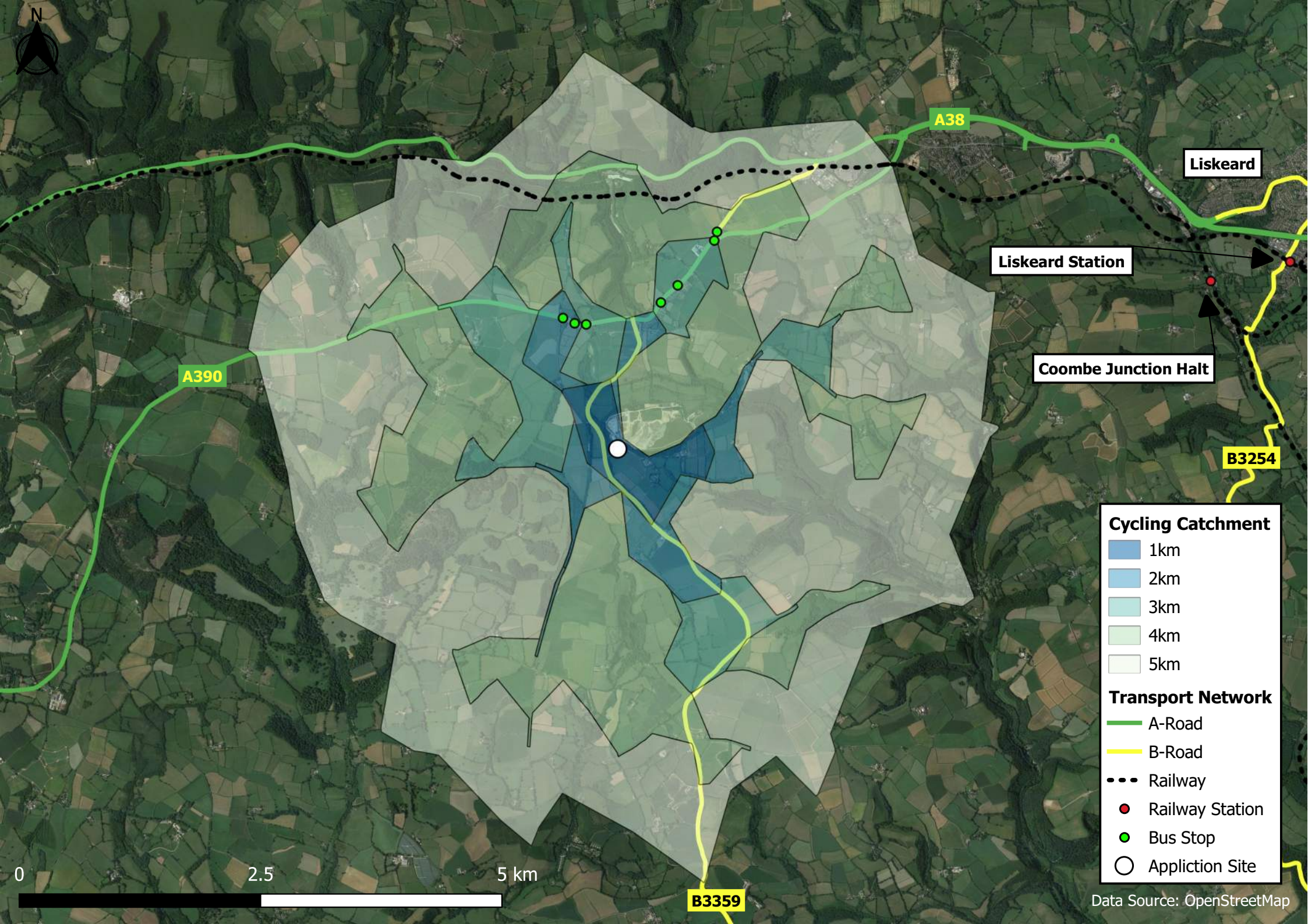
Transport Network

- A-Road
- B-Road
- PRoW
- Bus Stop
- Application Site

0 0.5 1 km

Data Source: OpenStreetMap

Appendix F Cycling Isochrone



Appendix G Proposed Site Layout

CDM RESIDUAL RISKS

The work shown on this drawing is both familiar to the designers and routinely safely built in similar circumstances by competent contractors.

Risks are not considered significant.

Relevant data is included in the Pre-Construction Information Pack.

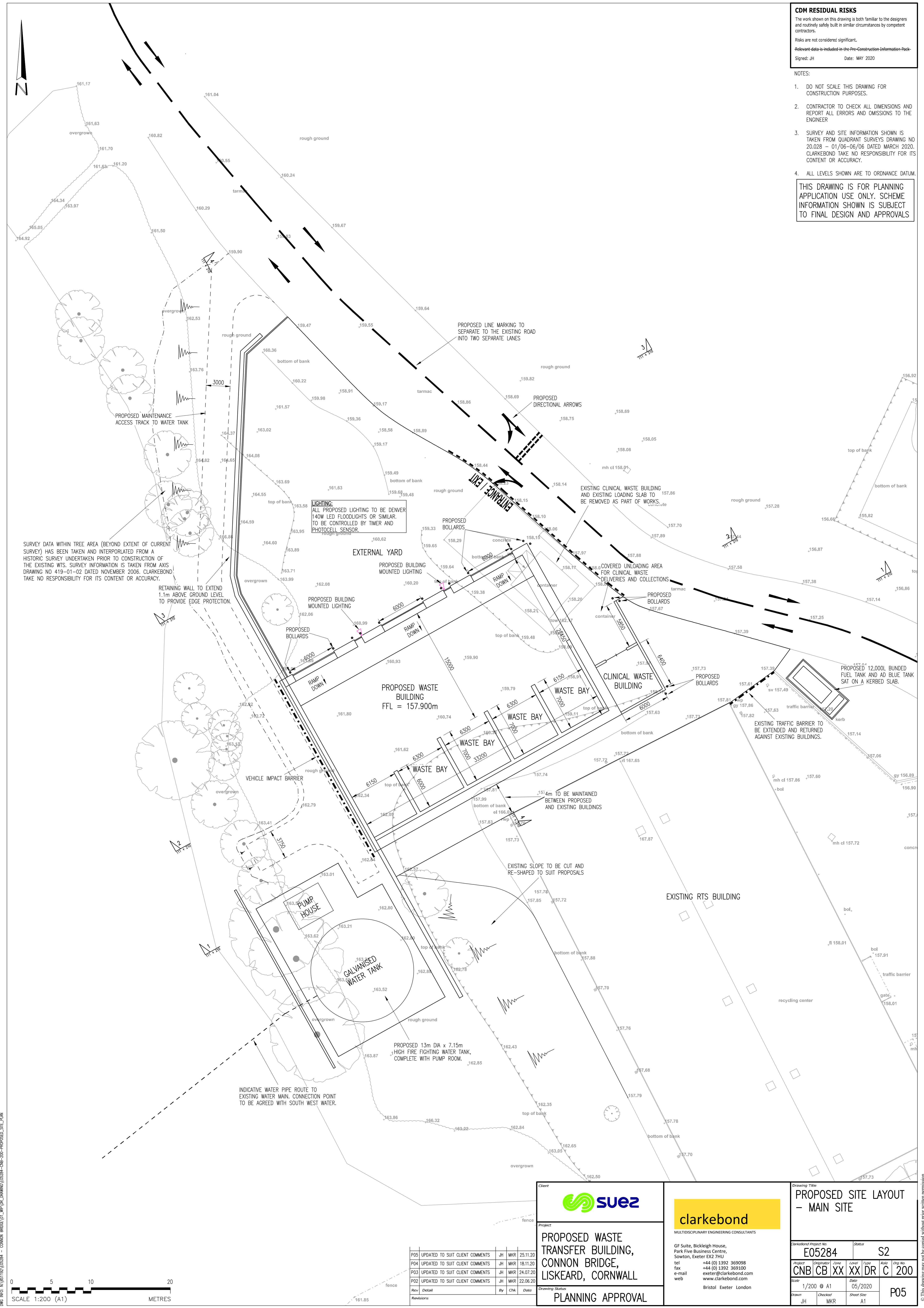
Signed: JH

Date: MAY 2020

NOTES:

- DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES.
- CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER
- SURVEY AND SITE INFORMATION SHOWN IS TAKEN FROM QUADRANT SURVEYS DRAWING NO 20.028 - 01/06-06/06 DATED MARCH 2020. CLARKEBOND TAKE NO RESPONSIBILITY FOR ITS CONTENT OR ACCURACY.
- ALL LEVELS SHOWN ARE TO ORDNANCE DATUM.

THIS DRAWING IS FOR PLANNING APPLICATION USE ONLY. SCHEME INFORMATION SHOWN IS SUBJECT TO FINAL DESIGN AND APPROVALS



DWG INFO: N:\B1192\05284 - CONNON BRIDGE\01_INF\01_DRAWING\05284-CNB-200-PROPOSED_SITE_PLAN



Client
PROPOSED WASTE TRANSFER BUILDING, CONNON BRIDGE, LISKEARD, CORNWALL

clarkebond

MULTIDISCIPLINARY ENGINEERING CONSULTANTS

GF Suite, Bickleigh House,
Park Five Business Centre,
Sowton, Exeter EX2 7HU
tel +44 (0) 1392 369098
fax +44 (0) 1392 369100
e-mail exeter@clarkebond.com
web www.clarkebond.com
Bristol Exeter London

Drawing Title
PROPOSED SITE LAYOUT - MAIN SITE

Clarkebond Project No.		Status	
E05284		S2	
Project	Originator	Zone	Level
CNB	CB	XX	XX
Scale	Date		Role
1/200 @ A1	05/2020		C
Drawn	Checked	Sheet Size	P05
JH	MKR	A1	

Rev	Detail	By	Chk	Date
P05	UPDATED TO SUIT CLIENT COMMENTS	JH	MKR	25.11.20
P04	UPDATED TO SUIT CLIENT COMMENTS	JH	MKR	18.11.20
P03	UPDATED TO SUIT CLIENT COMMENTS	JH	MKR	24.07.20
P02	UPDATED TO SUIT CLIENT COMMENTS	JH	MKR	22.06.20
Revisions				

© This drawing may not be copied without prior written permission



CDM RESIDUAL RISKS

The work shown on this drawing is both familiar to the designers and routinely safely built in similar circumstances by competent contractors.

Risks are not considered significant.

Relevant data is included in the Pre-Construction Information Pack.

Signed: JH

Date: OCT 2020

NOTES:

- DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES.
- CONTRACTOR TO CHECK ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ENGINEER
- SURVEY AND SITE INFORMATION SHOWN IS TAKEN FROM KEMP ENGINEERING & SURVEYING DRAWING NO 20-9284-001 DATED OCTOBER 2020. CLARKEBOND TAKE NO RESPONSIBILITY FOR ITS CONTENT OR ACCURACY.
- ALL LEVELS SHOWN ARE TO ORDINANCE DATUM.

THIS DRAWING IS FOR PLANNING APPLICATION USE ONLY. SCHEME INFORMATION SHOWN IS SUBJECT TO FINAL DESIGN AND APPROVALS

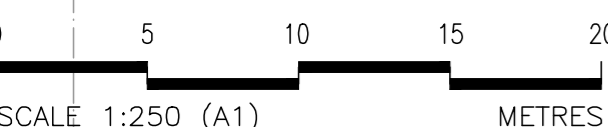
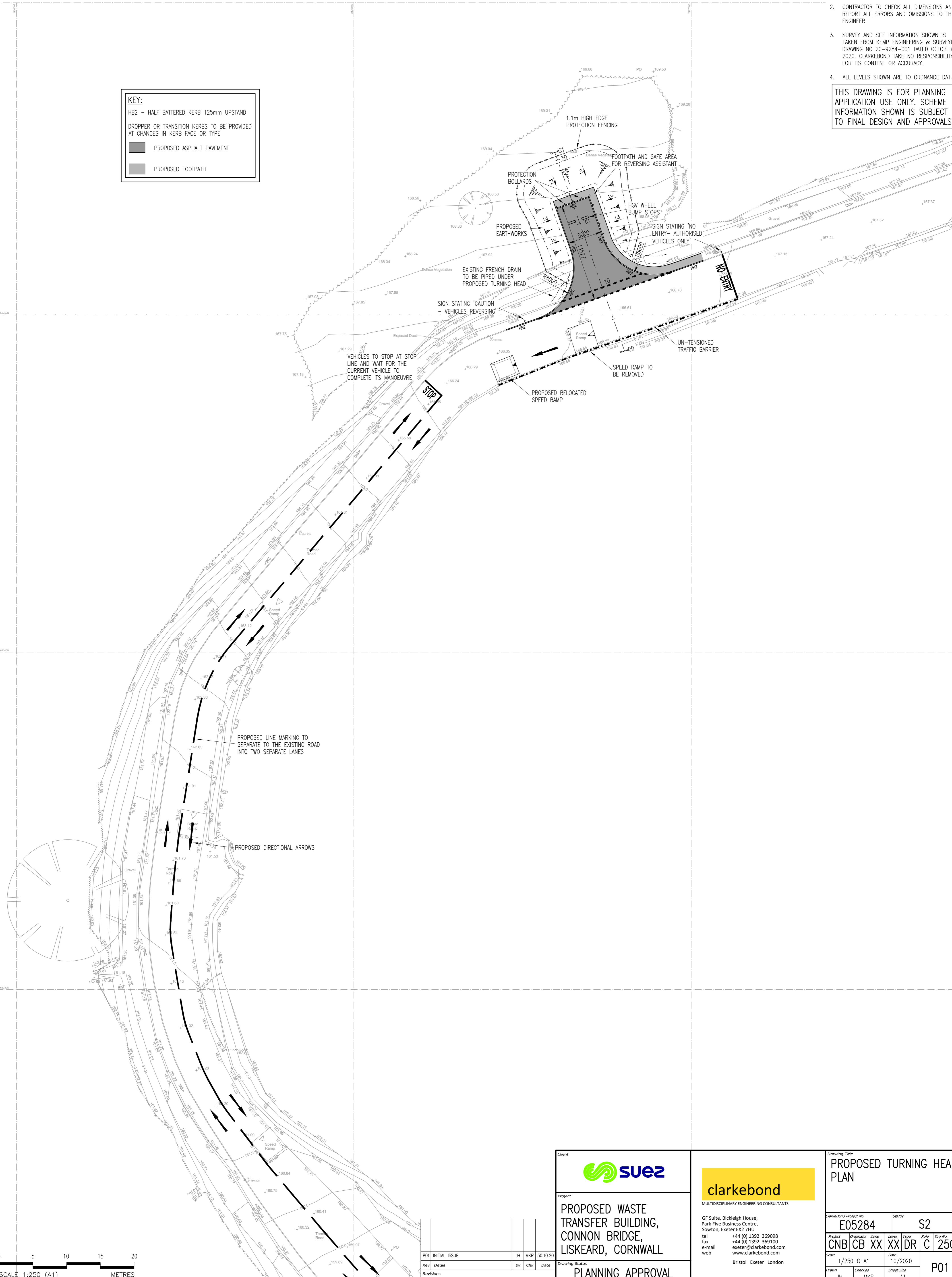
KEY:

HB2 - HALF BATTERED KERB 125mm UPSTAND

DROPPER OR TRANSITION KERBS TO BE PROVIDED AT CHANGES IN KERB FACE OR TYPE

PROPOSED ASPHALT PAVEMENT

PROPOSED FOOTPATH



P01	INITIAL ISSUE	JH	MR	30.10.20
Rev	Detail	By	Chk	Date
Revisions				

Client

Project

PROPOSED WASTE TRANSFER BUILDING, CONNON BRIDGE, LISKEARD, CORNWALL

Drawing Status

PLANNING APPROVAL

MULTIDISCIPLINARY ENGINEERING CONSULTANTS

GF Suite, Bickleigh House,
Park Five Business Centre,
Sowton, Exeter EX2 7HU
tel +44 (0) 1392 369098
fax +44 (0) 1392 369100
e-mail exeter@clarkebond.com
web www.clarkebond.com
Bristol Exeter London

Drawing Title

PROPOSED TURNING HEAD PLAN

Clarkebond Project No.	Status					
E05284	S2					
Project	Character	Zone	Level	Type	Role	Draw No.
CNB	CB	XX	XX	DR	C	250
Scale	1/250 @ A1	Date	10/2020	Sheet Size	A1	P01
Drawn	JH	Checked	MR			