

# **CONNON BRIDGE**

## **Planning Supporting Statement**

To accompany a

Planning application to include the following proposals:-

- **development of new waste reception facility [adjacent and to the north of the existing Waste Transfer Station (WTS)/ Refuse Derived Fuel (RDF) Facility];**
- **retention and continued use of the above WTS / RDF facility;**
- **demolition and then redevelopment of the Clinical Waste Facility in new location;**
- **development of a turning head for on site traffic;**
- **construction of a fire water tank and pump room and associated infrastructure**

**All of the above proposed for a temporary period until 31st December 2036.**

**Niall Kelly**

**Cornwall Energy Recovery Ltd.**

**December 2020**

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## Project quality assurance information sheet

### Connon Bridge Refuse Transfer Station

Report status	Final
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## ***Appendices***

Appendix A – site location plan

Appendix B – pre application advice

Appendix C – planning permission PA20/09255

## 1 INTRODUCTION

- 1.1 This Planning Statement has been prepared by SUEZ Recycling and Recovery UK Ltd (SUEZ) on behalf of Cornwall Energy Recovery Limited (CERL) and accompanies a planning application at Connon Bridge, East Taphouse, Liskeard PL14 4NP (site location plan attached at Appendix A). to include the following proposals:
- development of new waste reception facility [adjacent and to the north of the existing Waste Transfer Station (WTS) / Refuse Derived Fuel (RDF) Facility];
  - retention and continued use of the above WTS / RDF facility;
  - demolition and then redevelopment of the Clinical Waste Facility in new location;
  - development of a turning head for on site traffic;
  - construction of a fire water tank and pump room and associated infrastructure
  - All of the above proposed for a temporary period until 31st December 2036.
- 1.2 Cornwall Council has recently re-procured its waste collection and cleansing contract, which is based on a new service design. It is expected that the new service design will have a positive impact on the management of municipal waste in Cornwall, driving up recycling rates and reducing the amount of residual waste that is being produced, in line with the waste hierarchy. However, it is also expected that the change to the service design will increase the use of the facilities that SUEZ operates for the reception of dry recyclables and food waste in Cornwall. This increase in use is expected to manifest itself through a greater tonnage of recyclables received and processed, and through an increased number of Resource Recovery Vehicles (RRVs) being received at the sites. Work is being undertaken by SUEZ to optimise the facilities to meet the expected demand, but it is also acknowledged that longer hours of operation will be required.
- 1.3 This document constitutes the Planning Statement, which has been prepared to accompany the planning application. Section 2.0 provides details of the applicant, Section 3.0 the site context and planning history, whilst Section 4.0 describes the development. Section 5.0 describes the key environmental consideration, Section 6.0 outlines the planning policy context against which this application will be determined and assesses the extent to which the proposed development accords with that context and draws a series of concise conclusions. Section 7.0 provides the conclusion.
- 1.4 The scope of the application has been informed through a formal pre-application consultation process with planning officers working on behalf of Cornwall Council. Pre-application advice has been sought

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from Cornwall Council and all comments from the pre-application response have been incorporated into this application. The pre-application advice received from Cornwall Council is included as Appendix B of this application.

- 1.5 This document accompanies an Environmental Statement which has been submitted voluntarily to support the planning application. The application is also supported by a Statement of Community Involvement, Flood Risk Assessment, Tree Survey and Ecology Survey.
- 1.6 It should be noted that this application does not include a design and access statement as the Town and Country Planning (Development Management Procedure) (England) Order 2015 (Section 9 paragraph 4 notes) that the requirement for such *“does not apply to an application for planning permission which is — (e) for development which is waste development.”*

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## **2 THE APPLICANT**

- 2.1 This application has been prepared and submitted by SUEZ on behalf of CERL. In October 2006, CERL were awarded a 30-year contract to manage, recycle and recover value from Cornwall's household waste. The contract includes managing all aspects of Cornwall's municipal waste treatment and recycling, encompassing the upgrading of existing household waste recycling centres, transfer stations, landfills and other Council owned facilities, as well as the development of a number of new recycling facilities and the CERC for the treatment of residual waste that has not been recycled. CERL work in partnership with Cornwall Council to deliver sustainable integrated waste management solutions for Cornwall.
- 2.2 SUEZ was established in 1988 and currently employs over 5,000 employees and has an annual turnover in excess of £740 million. SUEZ's purpose is to protect the environment by putting waste to good use.
- 2.3 The SUEZ Group is at the dawn of the resource revolution. In a world facing rapid demographic growth, urbanisation and a shortage of natural resources, securing, optimising and renewing resources is essential to our future. SUEZ supplies drinking water to 92 million people, provides wastewater treatment services to 65 million, collects waste produced by almost 50 million, recovers 14 million tonnes of waste each year and produces 5,138 GWh of sustainable energy each year. With 80,990 employees and a presence on all five continents, SUEZ is a key player in the circular economy and the sustainable management of resources. SUEZ generated total revenues of €14.3 billion in 2014.

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## 3 SITE DESCRIPTION

- 3.1 The Connon Bridge site is located within a predominantly rural area of Cornwall, around 1km south of East Taphouse and 5.5km south-west of Liskeard, as shown on the enclosed drawing reference Cnb-TS-PLN-0420-02b-A3. The site as a whole occupies an area of around 67.5ha and includes an area of old 'dilute and disperse' landfill to the east ('Old Connon', which commenced operations in 1968), a Household Waste Recycling Centre (HWRC), Waste Transfer Station/Refuse Derived Fuel (WTS/RDF) facility and offices to the west, Bodithiel fields to the north as well as leachate and landfill gas management infrastructure and green electricity generation units. The current Connon Bridge landfill ('New Connon') was engineered for containment and opened in 1996 for the disposal of municipal waste following the closure and restoration of the neighbouring 'Old Connon' area.
- 3.2 The site is located within a valley leading down to Connon Stream to the east, with the natural fall of the valley running down towards the east. The land is surrounded by agricultural fields set to pasture and enclosed by hedgerows on the northern and eastern sides and trees on the southern and western sides. The site is bounded to the northern side by a ridge of high ground and agricultural pasture stretching between the site and East Taphouse. To the immediate east of the current landfill is the 'Old Connon' landfill site, east of which lies Connon Bridge Cottage.
- 3.3 The site is accessed via an unclassified road from the B3359 Pelynt and Looe road which runs to the immediate west of the site and adjoins the A390 St Austell – Liskeard Road. To the west of the B3359 lie two further residential properties Hojen and Kilmansag (Calmanzag). A public right of way runs from west to east through the wider site, between the northern boundary of the landfill site and Bodithiel fields to the north and bounded on either side by outgrown hedgerows.
- 3.4 The site entrance is located in the south-west corner of the site, with the HWRC, RTS/RDF facility, site offices and related infrastructure also located in this area. Beyond the site entrance an unclassified road leads to the hamlet of East Trevillis. Isolated residential properties and farm buildings are located to the west and south of the site including Penhole Farm, Penhole Cottage, West Trevillis farm and Penwhite which are all within 250m of the landfill site boundary.
- 3.5 To the south of the wider site lies the Widowpath Stream, a small watercourse which was originally diverted to allow the landfill to be constructed. Widowpath Stream rises from an area directly southwest



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of the site entrance and flows eastwards through a series of open channels and culverts to join the Connon Stream to the east of the site. The Connon Stream flows south-eastwards for around 3km before joining the West Looe River. The site is not within a Critical Drainage Area.

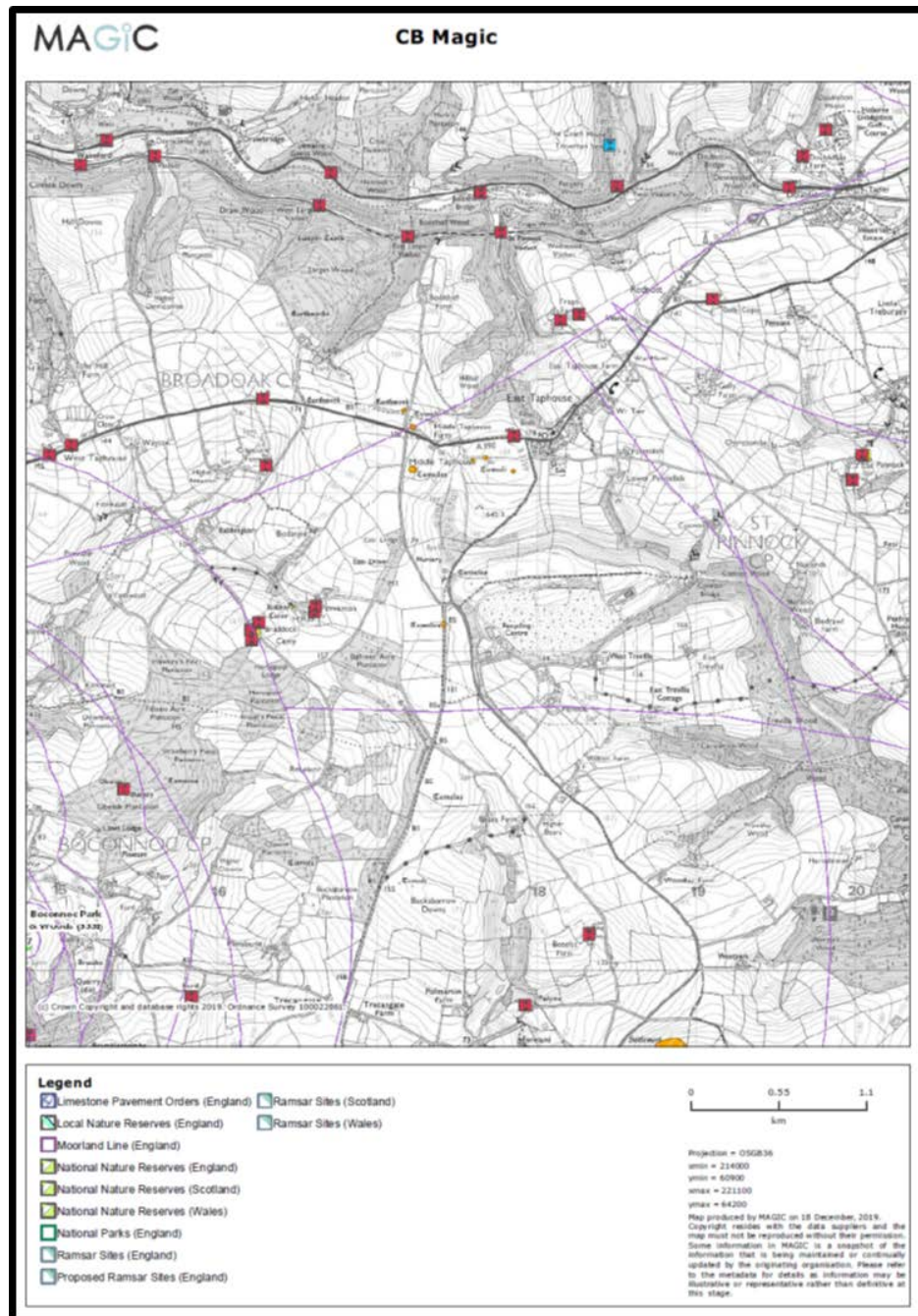
- 3.6 The development site area is approximately 2.2ha in size. Vehicles accessing the existing RTS do so by turning off the unclassified road into the Connon Bridge site. The HWRC is located to the west of the access road with existing offices and staff car park to the east. Vehicles pass over the existing weighbridge and travel down the small incline round a left hand bend and into the existing RTS. The existing clinical waste bay is located beyond the existing RTS to the south of the existing landfill haul road.
- 3.7 The wider site does not lie within an area of any statutory or non-statutory landscape designations. The nearest Areas of Outstanding Natural Beauty (AONBs) are some 5km and 10km from the site (to the north and south west) and have no strong spatial relationship with the site, nor any material inter-visibility. The site lies in close proximity to two Areas of Great Landscape Value (AGLVs), whose boundaries lie within 500m to the east and west. Herodsfoot Woods County Wildlife Site (CWS) lies immediately to the east of the site boundary, comprising a significant area of broadleaf woodland.
- 3.8 In terms of cultural heritage, the closest Scheduled Ancient Monument is a round barrow approximately 200m from the wider site boundary, set within an agricultural field to the north-west of the site, with other barrows at greater distance. There is a Designated Battlefield at Braddock Down, approximately 320m from nearest point of the red line boundary (turning head). Due to locations of roads and field boundaries, the main view into the battlefield is from the south looking north, away from the application site. In terms of Listed Buildings, the closest is Boconnoc House and Gardens, which sits within 340 hectares of parkland, the edge of which lies at around 600m from the wider application site boundary. The house, gardens and pleasure gardens are located some 3km to the south-west of the application site, with no inter-visibility.

## Designations

- 3.9 The site is not subject to any ecological or historic environment designations, as shown on Figure 1 below:

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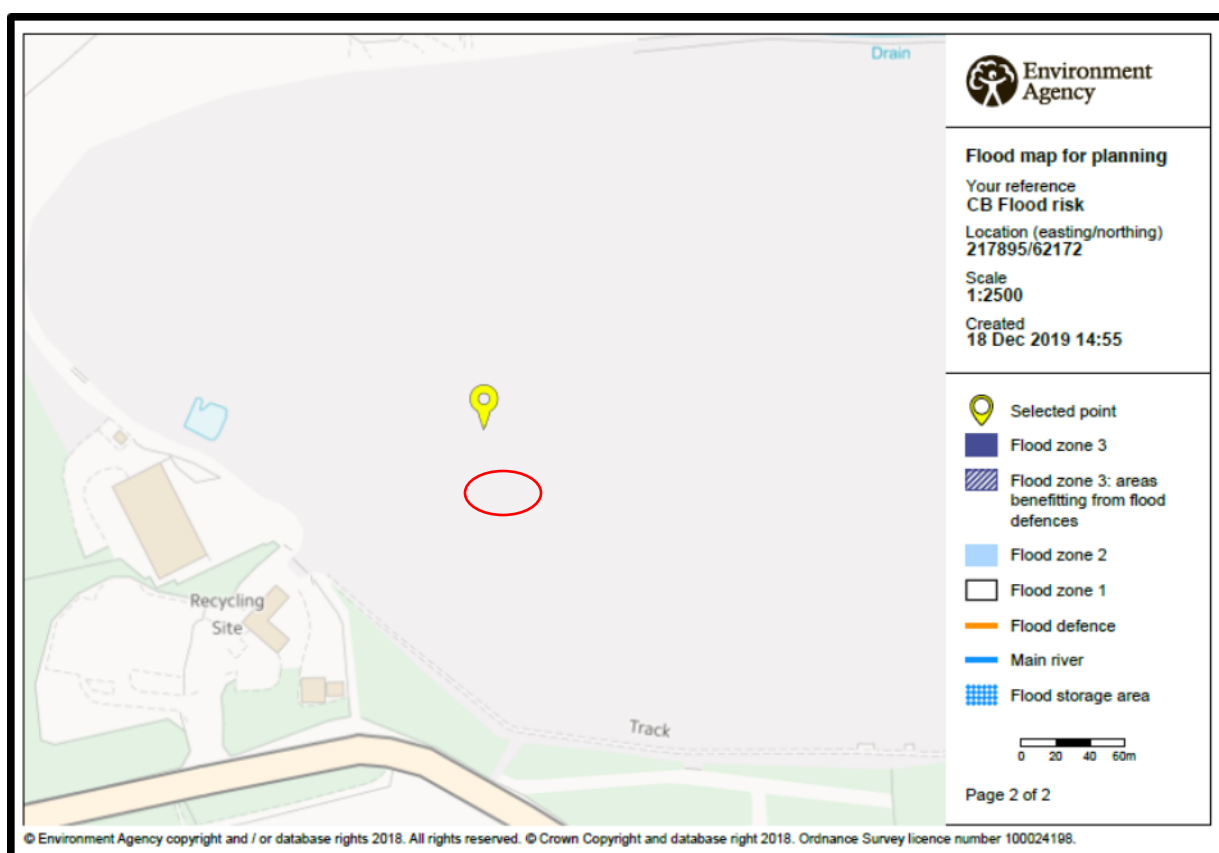
Figure 1– Environmental Designations



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3.10 The site is not located within an area that is at risk of flooding, as shown on Figure 2 below:

Figure 2 – Flood Zone Map



## Planning History

- 3.11 The Connon Bridge Landfill has been operational since 1968 and has been subject to a number of planning applications since 1990, where planning permission reference E2/90/01026/CCC was granted for an extension to the landfill. Further applications with respect to the landfill were made in 2003 and 2004. The landfill was mothballed between 2007 and 2010, to allow for tipping to take place at United Mines in the southern part of the County.
- 3.12 The RTS was originally granted planning permission in May 2007 (application reference CC/CN/06/01730), this permission was then amended in 2011 before the RTS was included in

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application reference PA12/06980, which consolidated the whole site under one permission and subsequently PA20/09255 (attached at Appendix C) which amended the restoration of the site.

- 3.13 The entire Connon Bridge site currently operates under permission PA20/09255. In 2012 an application (reference PA12/06980) sought to increase the void space for waste at the site by laterally extending the engineered landfill footprint. It also sought to extend the timescale for landfilling and other waste management operations at the site to 31st December 2036, supporting Cornwall's Integrated Waste Services contract. Planning permission PA12/06980 was granted to allow the increased landfill void space and retention of other waste management activities until 2036, but the planning authority determined that the timescale for landfilling would be limited to 31st December 2018. Planning application reference PA12/06980 was superseded in 2019 by planning permission PA19/01517, which sought to vary the restoration contours of the landfill. This was then amended again in 2020 to extend the timeline to restore the landfill until the end of June 2021 (PA20/09255).
- 3.14 Permission PA20/09255 covers the entire Connon Bridge waste management site as a whole, encompassing operations at the HWRC, WTS/RDF facility and leachate treatment plant (LTP) as well as the landfill site. The only exception is the two landfill gas management compounds which are covered by separate permissions. Permissions PA17/01793 and PA17/01796 were granted in June 2017 for retention of the two landfill gas management compounds until 2032 and both permissions contain conditions requiring agreement of appropriate restoration and aftercare details with the planning authority once no longer in use.

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## 4 THE PROPOSED DEVELOPMENT

4.1 As previously outlined, in order to facilitate the appropriate waste infrastructure to accommodate the new waste collections contract in Cornwall, CERL on behalf of Cornwall Council are seeking to apply for planning permission to develop a new waste reception facility to accommodate food waste, which is now proposed to be collected separately rather than being comingled with the residual waste.

4.2 The proposal comprises of a number of components:

- *A standalone building within which food waste would be received and transferred; (WR building)*
- *A building to accommodate the clinical waste facility, as the existing clinical waste facility will need to be relocated;*
- *A fire water tank and associated pumphouse;*
- *Regrading of site levels to facilitate the construction and operation of the WR facility and associated surfacing;*
- *Turning head and other associated infrastructure*
- *A change to the annual throughput limit for the RTS and Waste Reception Facility, which proposed to be controlled by a planning condition restricting the vehicle numbers that can enter the site.*

### Waste Reception (WR) Building

4.3 The WR building is required to manage the new food waste stream which results from the new service design. It is anticipated that it would receive and transfer in the region of 8,000 – 10,000 (in 2036) tonnes of food waste each year. Food waste would be delivered by collection vehicles, from Cornwall Council's new waste collections contract and deposited within the waste bays where it would be bulked up and transferred into HGVs for onward transportation. The facility may provide contingency in the event of the other food waste facilities requiring maintenance.

4.4 The proposed new building would be located to the north west of the RTS separated from it by 4 metres. The new building would similar the existing RTS building in terms of height and appearance although would be much smaller in footprint – approximately 23metres x 34metres. The new building would be fitted with fast acting doors that would be vehicle activated such that the doors would always be closed

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until a vehicle approaches or when a vehicle exits. No vehicle would be unloaded / loaded without the doors having been shut. Vehicular access into the building would be through the doors on its northern elevation.

- 4.5 The proposed operating hours for this facility would be the same as for the existing Refuse Transfer Station (as outlined in condition 11 of PA20/09255) which are:

*0700 to 1700 hours Mondays to Fridays*

*0700 to 1300 hours on Saturdays*

*No working on Sundays, Christmas Day or Boxing Day*

- 4.6 The waste reception building is intended to be a temporary facility to operate over the same period as the RTS. It would cease operations and be removed in 2036. The site would then be restored in line with the restoration of the landfill site.

Clinical Waste Facility

- 4.7 The proposed location for the new WR building is currently partially occupied by the existing clinical waste facility. This facility would be relocated to a small building adjoining the WR building on its western elevation. The footprint of this building would be approximately 6.4 metres x 6 metres. This building would include a covered area for vehicle unloading (which is not included within the dimensions above). Other than its revised location the principle of operation of this facility would remain unchanged.

Fire Water Tank and Pumphouse

- 4.8 The water tank and associated pump house are needed to meet the requirements of the Environment Agency's Fire Prevention Plan. The water tank and pump house would be located to the west of the RTS. The fire water tank would have a diameter of approximately 13 metres and height of 7.15 metres. The pump room would have a footprint of circa 5metres x 4metres with a height of 2.5 metres.

Site Level Changes

- 4.9 The proposed site of the WR building and relocated clinical waste facility slopes down from south west (c. 163 metres AOD) to north east (c.158 m. AOD). The existing site levels are illustrated on the drawing - Existing Topographical Survey: Drg. No: E05284 CNB 105. To facilitate the operation of the building some adjustment will be required to existing site levels to create a level area for the buildings and for vehicles manoeuvring into and out of the buildings. The proposed change in levels is illustrated on drawing - Proposed Levels Plan: Drg. No: E05284 CNB 202. In essence, this creates a 1:2 slope / bank

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on the western side of the site to provide a level area for the buildings and a 1:60 sloped area to the north for vehicles manoeuvring. The proposed finished floor level (FFL) for the WR building will be approximately 157.9 m AOD and 158.2 for the clinical waste facility. At its greatest, the FFL for the WR building would be some 4.4 metres lower than existing ground levels.

- 4.10 Drawing Drg. No: E05284 CNB 211 illustrates the areas which would be the subject of excavation and fill. Overall, the materials balance identifies a surplus volume of material of over 5,000 cubic metres. Options are being explored to use this as part of the landfill restoration. This is, however, contingent upon the excavated material being of a suitable type and whether the timing of the excavation aligns with phasing of the landfill restoration works.

## Turning Head

- 4.11 A new turning head is proposed on the northern side of the landfill site close to the landfill gas engines. The purpose of this is to allow vehicles accessing the new WR building, RTS and clinical waste facilities to travel to the turning head, turn and then queue on the landfill site peripheral access road before entering the facilities. This would prevent any potential issues of vehicles queuing onto the public highway to access the site.

## Change to the Annual Throughput Tonnage Limit for the RTS

- 4.12 Planning Permission PA20/09255 includes a condition which limits the annual throughput of the RTS by tonnage. Condition 5 of PA20/09255 states:

*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.'*

- 4.13 The current facility accepts around 45,000 tonnes per annum, however it is acknowledged that one of the key concerns raised by the local residents is the increase in vehicle numbers. As detailed later in the report the site currently accepts a range of vehicle numbers on a daily basis, which have peaked at 164 movements on the 3rd August 2020. However, it is considered that a tonnage restriction is not the most efficient way of controlling vehicle numbers into and out of the site. It is therefore proposed that a planning condition is used which strictly controls the numbers of vehicles that access the site. The condition is proposed as follows:

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*The maximum number of vehicles entering the Refuse Transfer Station and Waste Reception Buildings daily shall not exceed 102 subject to an average daily figure over each 3 calendar month period of 90 days(unless otherwise agreed with Cornwall Council)*

4.14 The projected tonnage over the life of the existing facility are outlined below:

Year	Residual Black Bag	Bulky LF	Bulk Collections	Clinical high Grade	Clinical Low Grade	Green Waste	Street Sweepings	TRADE	Trade non CERC suitable	Clinical trade	Total
Yr0	21,403	17,052	812	37	281	2,075	2,069	421	748	146	45,0544
Yr1	21,617	17,222	820	38	284	2,095	2,089	425	756	148	45,494
Yr2	21,833	17,395	829	38	287	2,116	2,110	430	763	149	45949
Yr3	22,051	17,569	837	38	290	2,138	2,131	434	771	151	46,409
Yr4	22,272	17,744	845	39	292	2,159	2,153	438	778	152	46,873
Yr5	22,495	17,922	854	39	295	2,181	2,174	443	786	154	47,341
Yr6	22,720	18,101	862	39	298	2,202	2,196	447	794	155	47,815
Yr7	22,947	18,282	871	40	301	2,224	2,218	451	802	157	48,293
Yr8	23,176	18,465	880	40	304	2,247	2,240	456	810	158	48,776



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Yr9	23,408	18,649	888	41	307	2,269	2,262	460	818	160	<b>49,264</b>
Yr10	23,642	18,836	897	41	310	2,292	2,285	465	826	161	<b>49,756</b>
Yr11	23,879	19,024	906	42	314	2,315	2,308	470	835	163	<b>50,254</b>
Yr12	24,117	19,215	915	42	317	2,338	2,331	474	843	165	<b>50,756</b>
Yr13	24,359	19,407	924	42	320	2,361	2,354	479	851	166	<b>51,264</b>
Yr14	24,602	19,601	934	43	323	2,385	2,378	484	860	168	<b>51,777</b>
Yr15	24,848	19,797	943	43	326	2,409	2,409	489	868	170	<b>52,294</b>
Yr16	25,097	19,995	952	44	330	2,433	2,426	494	877	171	<b>52,817</b>

- 4.15 The current level of use at the RTS results in in approximately 98 vehicle movements (49 in and 49 out). The combined increase in use of the RTS and the vehicles associated with the new WR facility would increase total vehicle numbers to an anticipated 204 movements daily - (102 in and 102 out). There is no restriction on vehicle numbers within the existing planning permission and vehicle numbers for the landfill site significantly exceeded this figure, being around 242 movements a day in 2016.
- 4.16 Data taken from SUEZ's weighbridge shows that daily vehicle movements over 2020 have ranged from an average of 86 vehicle 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, with a peak of 164 vehicle movements on the 3rd August 2020. Overall there has been an average of 101 vehicle movements per day in 2020. This is lowered to an average of 96 vehicle 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 vehicle movements has been made to base the existing movements on, as it is considered that this is a representational worst case number upon which to base the existing vehicle movements, given the reduced numbers at the site in April and May 2020. However, as shown above there are wide daily variations in existing vehicle movements to and from the

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site. Based on the highest vehicle movements achieved at the site per day (164), the proposals will only result in an additional 4 vehicle movements per hour at the site, as a worst case scenario. Taking an average of 180 vehicle movements over a 3 month period as proposed by the condition this would only result in an average of less than two vehicles per hour from the peak figures in August 2020

4.17 Construction is anticipated to take around 12 months to complete the development of the new waste reception facility. As part of the proposals the drainage around the existing transfer station will be upgraded and a fire water tank installed to hold fire water run-off in the event of a fire event.

4.18 In addition, surface water from the new facility will drainage into the existing landfill lagoon. Foul drainage will be drained to an underground leachate tank for collection and suitable disposal

## *Turning head*

4.19 In order to prevent any queuing on the highway, it is proposed that a turning head is developed to the north of the existing RTS by the landfill gas engines, to accommodate the increase in vehicles accessing the site. The queuing system will be implemented when necessary and can accommodate around 30 vehicles. It is also anticipated that the proposals will ensure that residents no longer have to queue behind waste collection vehicles in order to gain access to the HWRC, which in turn will also prevent the need to queue on the highway when accessing the HWRC at busy times.

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## 5 ENVIRONMENTAL CONSIDERATIONS

- 5.1 As previously discussed the Connon Bridge Site has a long and significant history of waste management and it is considered that the proposals are consistent with the wider site operations. The relevant environmental considerations are discussed below.

### Transport

- 5.2 The planning application has been supported by a Transport Assessment, which has assessed the impact on the highway network and provided a comparison between the existing and proposed vehicle movements, as well as outlining the history of the site in terms of its vehicle distribution.
- 5.3 The proposed development is anticipated to generate a maximum of 204 vehicle movements per day. Currently there are around 98 two-way daily movements (49 arriving and 49 departing) for vehicles tipping at Connon Bridge RTS. Data taken from SUEZ's weighbridge shows that daily vehicle movements over 2020 have ranged from an average of 86 vehicle 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. Overall there has been an average of 101 vehicle movements per day in 2020. This is lowered to an average of 96 vehicle 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 vehicle movements has been made to base the existing movements on. However, as shown above there are wide daily variations in existing vehicle movements to and from the site, as outlined previously in this statement.
- 5.4 In order to control vehicle movements it is proposed a planning condition is placed on any approval to limit the numbers of vehicles accessing the site. The condition is proposed to state:
- The maximum number of vehicles entering the Refuse Transfer Station and Waste Reception Buildings daily shall not exceed 102 subject to an average daily figure over each 3 calendar month period of 90 days(unless otherwise agreed with Cornwall Council)*
- 5.5 The Transport Assessment has been prepared to provide the necessary information for the Local Highways and Planning Authorities to consider the merits of the development proposal in terms of its

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location, accessibility, highway safety and the impact of the development traffic on the local highway network.

- 5.6 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.
- 5.7 Road safety data has been analysed and there is no evidence of a specific issue which would be exacerbated by the proposals.
- 5.8 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.
- 5.9 The TA provides analysis of the development proposals in terms of highway safety, connectivity by sustainable modes, access arrangements and trip generation.
- 5.10 Overall based on the information contained within the 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.
- 5.11 On the basis of the findings within the 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.

## Ecology

- 5.12 The proposals have been subject to a Phase 1 Ecological Assessment which has highlighted that the site is of low ecological value. Given this no additional survey work is deemed necessary. The report has concluded:
- 5.13 The proposed development would primarily impact on an area of bare ground with negligible ecological value (proposed waste building, access, and water tank/pump house), a small area of plantation woodland (proposed turning head), and a small area of scrub/ruderal/grass mosaic habitat (proposed access and turning head).

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- 5.14 The loss of bare ground to the proposed development would not be ecologically significant. A small area of goat willow (approximately 2 to 3 trees) would be lost to the access track. In addition, the new water pipe connection will run through the woodland to the west of the proposed pump house. Alongside the established haul road, a small area of immature woodland would be impacted to the northern extent of the site to provide the turning point. Although broadleaf woodland is a Priority Habitat (lowland mixed deciduous woodland) the trees within the site were immature and have been planted in the last eighteen years (examination of historic Google Earth imagery shows there to be an absence of woodland in 2002). The ground-flora was dominated by bracken and brambles with little diversity. There was an absence of an established shrub layer. Therefore, although the trees within the site were considered to collectively represent Priority Habitat, this was immature and of poor quality. Plantation woodland is commonplace throughout England and in this instance was of low ecological value. Collectively the impact on the woodland habitat would be minor with the loss of a small number of commonplace immature trees. The impact of the proposed development would not be ecologically significant.
- 5.15 The scrub/ruderal/grass vegetation mosaic consisted of commonplace plant species typical of recently disturbed ground. This type of habitat is ubiquitous throughout England where land disturbance because of industrial works and development have taken place. The wider Connon Bridge Landfill Site which is undergoing restoration has an abundance of this habitat type with a similar species composition.
- 5.16 The scrub/ruderal/grass mosaic habitat was of low ecological value and the loss of a small area of this habitat to the proposed development would not be ecologically significant. The buildings had negligible ecological value. The removal of the Clinical Waste Building and shipping container due to the development would not have any ecological impact.
- 5.17 Overall, the loss of habitat that would occur due to the proposed development is considered to represent a minor, direct, and permanent non-significant impact. In line with national and local policy proportionate compensation habitat will be required for the loss.
- 5.18 No protected or priority species were found during the surveys. However, habitats were deemed to be suitable to support bats (foraging and commuting only), hedgehog, various birds including Priority species, and reptiles.

## **Bats**

- 5.19 The site may be used by bats such as pipistrelles for foraging, but only as a small part of a much wider resource. Based on the habitats present and their connectivity to the wider landscape, the site can be classified under current guidance (Collins, 2016) as having low suitability for bats.

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- 5.20 The loss of a small area of low-quality habitat would represent a non-significant impact on commuting and foraging bats and therefore bat activity surveys were not deemed necessary. As there were no tree PRFs for bats within the site, and the buildings were deemed unsuitable for bats, no mitigation for this species group is required.

## **West European hedgehog**

- 5.21 The woodland and scrub habitat may be used by hedgehogs for breeding and foraging. The proposed development could potentially injure or kill hedgehogs during the clearance phase and as such mitigation will be required.

## **Nesting birds**

- 5.22 There was nesting potential within the woodland and scrub habitats. Therefore, mitigation measures for nesting birds will need to be employed during vegetation clearance of this area.

## **Reptiles**

- 5.23 The area of mosaic scrub/grass/ruderal habitat may be used by common lizards and slow worm, but if present they would be in low numbers due to the age of the site. A small area of scrub will be cleared limited to around the RTS and the new building area – no scrub or other vegetation will need to be cleared along the haul road. It is recommended that precautionary mitigation measures are undertaken when clearing any scrub and grassland/ruderal habitat. Given the scale of the proposal and the habitats noted, no survey for protected species was required.

## **Mitigation Measures**

- 5.24 Any trenches (e.g. utility trenches or trenches for foundations) left exposed overnight will be provided with a means of escape for wildlife (as per BS 42020:2013) such as European hedgehog. Such measures will include either a shallow sloped edge or angled board (minimum 30cm width). These will be positioned at a maximum angle of 30 degrees.
- 5.25 No vegetation clearance of scrub or woodland, which could affect nesting birds, will take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds' nests immediately beforehand and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest (as per BS 42020:2013). Any birds nesting will be left to complete breeding (i.e. until all dependant juveniles have fledged).

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- 5.26 The scrub and grass ruderal habitat should be cut back in three stages using hand tools. This should be done during the reptile active season (April to early October) after a search for nesting birds by a competent ecologist. The first cut, using hand tools, would be to c. 10 cm height removing all shrubs; the second cut 24 hrs later to c. 5 cm; and the third cut to ground level. This will displace any reptiles present into the adjacent habitat.

## **Biodiversity Opportunities**

- 5.27 In accordance with Cornwall Council's Biodiversity Guide a net gain for nature should be achieved within the site. There will be a loss of habitat due to the proposed development, albeit the habitats are of low to negligible ecological value. There will also be a loss of potential bird nesting and reptile habitat. Therefore, a degree of compensation will be required. This can be achieved through appropriate habitat creation and the provision of bird, bat, and bee boxes, and reptile hibernaculum, within the site.
- 5.28 A mosaic habitat of acid grassland and dry heath could be created using hydroseeding. This can be established alongside the haul road for some 230 m to the north bank (between the drainage chippings and the scrub habitat) and possibly along parts of the south bank where it does not conflict with the restoration programme. A degree of scrub/grass/ruderal cut back may be required prior to hydroseeding with a management strategy put in place for a minimum of 5 years after seeding to control invasive plant growth and to allow the heathland plants to become established. Any sown seed should be of local provenance. This would provide a substantial net gain for biodiversity, providing additional habitat for a wide range of fauna and flora.
- 5.29 The inclusion of bird and bat boxes onto the external surface of the proposed waste building and/or on retained trees within the woodland would further enhance the area for wildlife. It is recommended that 4 no. sparrow terrace boxes, and 4 no. bat boxes e.g. Eco Bat Box, are erected. Four no. bee boxes could be placed in appropriate habitat i.e. open south-facing ground along the side of the haul road. Bee blocks provide breeding opportunities for solitary bees, a species which are in rapid decline in the UK.
- 5.30 Two no. hibernaculum could be made within the new habitat to encourage reptiles. These should be placed to the top of the north bank which runs alongside the haul road. To provide a hibernaculum an underground chamber would need to be excavated to 2.0 - 4.0 m diameter, and 0.5 m depth, and lined with sand and gravel to improve drainage. The hole would be loosely back filled with stones, rocks and logs, and branches and brash placed over the top. The structure would be capped with soil and turfs to form an insulating layer and to protect it from frost. Small gaps into the interior will be left to enable

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reptiles and amphibians to enter and exit the finished hibernaculum (plastic piping can be added to enhance entrance points).

- 5.31 Given the above, the proposals comply with Policy 23 of the Cornwall Local Plan, as they will result in the conservation and enhancement of the biodiversity of the area.

## **Cultural Heritage**

- 5.32 Heritage assets can be affected by development through direct or indirect impacts. Direct impacts result from operations leading to the removal of archaeological remains or work which affects the fabric of an asset such as a listed building. Indirect impacts result from changes to the setting of assets which affect how they are viewed, experienced, and interpreted.
- 5.33 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 contains no known heritage assets and so there is no potential for any direct cultural heritage impacts.
- 5.34 In terms of indirect impacts, the nearest heritage asset to the proposed development is a bowl barrow approximately 200 -250metres to the west of the site. The bowl barrow is screened from the site by the existing mature vegetation on the borders of the landfill and as a result no affects are anticipated on the designation.
- 5.35 The edge of Boconnoc Registered Park (grade II\*) is just over 600 metres south west from the Proposed Development. As with the bowl barrow the dense screening around the Proposed Development provides significant visual screening and significant indirect effects would occur as a result of the proposals.
- 5.36 To the north of the site lies the Historic Battlefield which was the site of the Battle of Braddock Down in 1643. The nearest point of the battlefield is 550m from the Proposed Development and extends northwards from it. The topography of the land between the battlefield edge and the site of the Proposed Development effectively prevents any views and it is on this basis that it is concluded that no significant effects would result.
- 5.37 The nearest listed building is the Grade II Penventon House a farmhouse, circa C18 with mid C19 alterations and additions. The associated well house a few metres to the south is also grade II listed.



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These structures are over 1 kilometre to the west of Proposed Development site and therefore it is not considered that any significant effects will occur.

5.38 The potential for indirect impacts is wholly dependent upon intervisibility between the heritage asset and the proposed development. The landscape and visual assessment recognises that the Proposed Development is visually contained through a combination of landform and mature tree belts which surround the waste complex. Additionally, any views gained of the Proposed Development from publicly accessible areas of the Connon Bridge site are done so in the context of the other waste facilities at Connon Bridge.

5.39 For the reasons set out above the scoping request indicated that the Proposed Development would have no direct impacts and negligible indirect impacts on heritage assets identified above. The Council's own view, expressed in the Scoping Opinion, indicated 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.'*

5.40 Given the above it is considered that the proposals comply with Policy 24 of the Cornwall Local Plan as they will not result in any adverse effects upon cultural heritage designations.

## Noise

5.41 A noise and vibration assessment has been undertaken to support the planning application. Potential noise effects are considered in the context of the background sound levels at nearest sensitive receptors. In order to determine existing representative background and residual sound levels a sound survey has been carried out in the vicinity of NSR. The aim of the sound survey was to:

- establishing the nearest noise sensitive receptors;
- evaluation of present and assessment background and ambient sound levels;

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- evaluation of noise sources from the Proposed Development in terms of typical construction and operating levels;
- assessment of specific noise sources in relation to appropriate guidance and standards (e.g. BS4142: 2014+A1:2019, BS8233: 2014 and Cornwall Council's 'Guidance for developers on the assessment of noise for planning applications' February 2017); and
- identification of any additional noise control necessary (over and above incorporated mitigation) where noise generated from the Proposed Development has been identified as exceeding noise limits or would have the potential to cause a significant increase in noise levels from the assessment

5.42 The assessment shows that there would be no significant impacts during the construction or operation of the Proposed Development following the implementation of appropriate mitigation, which is detailed below:

- Buildings constructed from single skin cladding having a weighted sound reduction index of (circa  $R_w=24\text{dB}$ ).
- Any ventilation louvres attenuated using acoustic louvres or attenuators to similar acoustic performance as the cladding.
- Doors closed except for access to vehicles for offloading and collection unless for maintenance or emergency.
- Doors into food waste building to be quick acting roller doors having a weighted sound reduction index of circa to a minimum  $R_w$  102dB.
- Noise levels of plant as detailed in Appendix 7-5 of the EIA.
- Mobile plant vehicles fitted with non-tonal reversing alarms (i.e. broadband type noise alarms).
- A Construction Environmental Management Plan should be produced in the advance of any works starting on site, which should include:
  - Main external construction works limited to daytime (i.e. weekdays 0700-1900 hours and Saturdays 0700-1300 hours). Any activities carried out within the buildings or activities not generating any significant noise (as defined within the CEMP) at receptors that do not exceed the limits according to BS5228 guidance limited to daytime/evening periods (i.e. weekdays 0700-2300 hours and Sat.

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- Sensible routing of the construction plant to avoid the nearest residential properties (where practicable).
- Avoid un-necessary plant operation and revving of plant or vehicles.
- Locate plant away from nearest sensitive receptors or in locations which provide good screening in the direction of sensitive receptors.
- Use of broadband noise reverse alarms (where practicable) on mobile plant.

5.43 Overall the noise assessment shows that there would be no significant impacts during the construction or operation of the Proposed Development following the implementation of appropriate mitigation and therefore the proposals comply with Policy 16 of the adopted Cornwall Local Plan.

## Climate Change

- 5.44 On 22 January 2019 Cornwall Council declared a climate emergency. The Council subsequently prepared a report to outline how to reduce carbon emissions and work towards becoming carbon neutral by 2030. In order to help to meet this target Cornwall Council has recently re-procured its waste collection and cleansing contract, which is based on a new service design. It is expected that the new service design will have a positive impact on the management of municipal waste in Cornwall, driving up recycling rates and reducing the amount of residual waste that is being produced, in line with the waste hierarchy. However, it is also expected that the change to the service design will increase the use of the facilities that SUEZ operates for the reception of dry recyclables and food waste in Cornwall. This increase in use is expected to generate a greater tonnage of recyclables.
- 5.45 Currently black bag waste in Cornwall consists of 43.1% of non-recyclable material, 35.2% of food waste and 21.7% of recyclable material.
- 5.46 This suggests that there is over 50% of waste that is currently being sent to the Cornwall Energy Recovery Centre that could be recycled or reused.
- 5.47 It is this statistic, along with the declared climate emergency, that has led to a review of the waste collection service with the aim of recycling and reusing more waste. By separating the food waste from the general black bag waste it is possible to send this waste stream to an anaerobic digestion facility to produce electricity and digestate to be used in agriculture.
- 5.48 The new waste service revolves around two different collections weeks, where recycling and food waste will be collected in week 1 and residual waste and food waste will be collected on week 2.

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- 5.49 In week 1 recycling and food waste will be collected on a dedicated vehicle which contains a number of compartments for different materials, once collected these are then emptied at one of Cornwall's dedicated waste sites.
- 5.50 In week 2 residents' black bag bins will be collected and an additional collection of food waste will also be made on a separate vehicle.
- 5.51 As a result of the changes it is anticipated that around 22,000 tonnes of food waste will be removed from residents' black bags and sent for onward recycling in the form of anaerobic digestion.
- 5.52 In addition, by restricting residual collections to fortnightly it is anticipated that circa 8,000 tonnes of recycling which is currently placed in the black bag waste will be correctly disposed of in the recycling stream.
- 5.53 The net effect of this will be:
- *a decrease of 30,000 tonnes of residual waste.*
  - *an increase of 22,000 tonnes of food waste.*
  - *an increase of 8,000 tonnes of recycling*
- 5.54 Given the changes to the waste collections contract to try and assist the Council in meeting its climate change objectives, a number of changes to the facility at Connon Bridge are proposed to facilitate the separation of waste in readiness for onward processing to generate electricity from the food waste. Currently the majority of waste is recycled or processed within the County, however the final destination for the food waste is yet to be determined.
- 5.55 In addition to the above the new fleet of vehicles that will access the site will Euro VI WCA standards vehicles. Fleet drivers will aspire to follow the six pillars of fleet operator efficiency as specified by the ECO Stars, including fuel management, drive skills development, preventative maintenance and performance monitoring.
- 5.56 In addition, the potential to site electric charging points at the facility is being explored.

## Air Quality

- 5.57 As part of the Environmental Impact Assessment an air quality assessment has been undertaken. The assessment has considered the impacts of the Proposed Development on local air quality in terms of dust and particulate matter emissions during construction, emissions from road traffic generated by the Proposed Development, the potential for odour releases from the separated food waste stream and the

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potential for fugitive dust emissions from the Proposed Development during operation. The assessment concludes the following:

## **Construction Impacts**

- 5.58 The construction works have the potential to create dust. During construction it will therefore be necessary to apply a package of mitigation measures to minimise dust emissions. Appropriate measures have been recommended and, with these measures in place, it is expected that any residual effects will be 'not significant'

## **Odour Impacts**

- 5.59 The assessment has demonstrated that, with appropriate measures in place, as required by the Environmental Permit, the Proposed Development will not be a significant source of odour.

## **Operational Dust**

- 5.60 The assessment has demonstrated that, with appropriate measures in place, as required by the Environmental Permit, the Proposed Development will not be a significant source of dust.

## **Road Traffic Impacts**

- 5.61 The assessment has demonstrated that the emissions from the additional traffic generated by the Proposed Development will have an insignificant effect on air quality conditions at all existing receptors along the local road network, including within the Bodmin, Tideford and St Austell AQMAs.
- 5.62 In terms of mitigation the following measures are proposed:
- 5.63 During construction, measures to mitigate dust emissions will be required in order to minimise effects upon nearby sensitive receptors. The application site has been identified as a Negligible Risk site during earthworks, construction and trackout, as set out in Table 10.9 of the Environmental Impact Assessment. Comprehensive guidance has been published by the IAQM that describes measures that should be employed, as appropriate, to reduce the impacts, along with guidance on monitoring during demolition and construction. This reflects best practice experience and has been used, together with the professional experience of the consultant who has undertaken the dust impact assessment and the findings of the assessment to draw up a set of measures that should be incorporated into the specification for the works. These measures are described in Appendix 10.5 of the Environmental Impact Assessment

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- 5.64 Where mitigation measures rely on water, it is expected that only sufficient water will be applied to damp down the material. There should not be any excess to potentially contaminate local watercourses
- 5.65 A dust management plan will also be employed during the construction of the site to limit the impact of any dust emissions
- 5.66 With regard to odour and operational dust the risk of the proposed development impacting the amenity and health of nearby residents is assessed as 'not significant' in terms of odour, dust and PM10 impacts. Odours and dust emissions on the site will be regulated by the Environment Agency through an Environmental Permit. The site will be required to control dust and odour emissions such they are not detectable beyond the site boundary to meet the conditions of its permit. The site will also be subject to a detailed odour management plan which forms part of this planning application.
- 5.67 The assessment has concluded that the additional traffic generated from the development is not considered to be significant from an air quality perspective.
- 5.68 Overall, it is considered that there are no adverse effects arising from the proposals as a result of air quality and as such it is considered that the proposals comply with Policy 16 of the adopted Cornwall Local Plan.

## Landscape

- 5.69 The proposed development encompasses the existing refuse transfer facility located within the former landfill site at Connon Bridge. The scale and nature of the proposals is entirely in keeping with the existing development of the site and would appear as a logical extension to the existing facility.
- 5.70 There would be no discernible effect on the character of the site itself, the wider host character area CA22 South East Cornwall Plateau or any other nearby character area.
- 5.71 Notable visual effects would be confined to the immediate vicinity of the site itself and the surrounding former landfill, currently undergoing final restoration. These would be of Moderate/Minor significance (Not Significant) and largely limited to the users of a future permissive path to be implemented as part of the landfill restoration. Elsewhere visual effects would be Negligible.
- 5.72 The proposed development would not result in any notable effects on the three nearby AGLVs, nor the Boconnoc Registered Park and Garden and other designated sites.
- 5.73 The proposed development would not result in any cumulative effects.

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- 5.74 In summary, landscape and visual effects would be very limited, and the landscape has the capacity to accommodate this proposed development and therefore comply with Policy 12 of the adopted Cornwall Local Plan.

## **Flood Risk**

- 5.75 The site is located within Flood Zone 1 as outlined in figure 2 of this report. However as the site is over 1ha in size a flood risk assessment has been prepared to support the planning application.
- 5.76 The flood risk assessment has concluded that a less than 1 in 1000 annual probability of river or sea flooding (<0.1%) and is likely and therefore fluvial flood risk is considered to be low.
- 5.77 Review of mapping produced by the EA for Surface Water flood risk indicates there is a small area of surface water flood risk outside of the northern eastern perimeter of the site which coincides with the location of the haul road at the landfill site and a small isolated area on the southern edge of the HWRC. These areas carry a variable low risk of surface water flooding of between 0.1% and 1% annual probability with a predominant depth of less than 300mm. Due to the isolated nature of the southern flood risk area it is likely to be as a result of topographic undulations rather than specific flowpaths.
- 5.78 As part of the landfill regeneration scheme, a wider surface water management scheme has been designed with construction work currently being undertaken. This network will provide attenuation and storage for the proposed development. The surface water flows will be pumped from the proposed site, to an inlet chamber that feeds into Lagoon 1. Flows from the additional impermeable turning head area will be discharged into the existing French drain system, which drains to a soakaway to the west. Further details regarding the upgrade to the wider site surface water management scheme (*Egniol July 2020*) can be found in Appendix F of the flood risk assessment. Surface water flows from the external yard areas via a Class 1 separator, before being pumped to the lagoon. Rainwater flows will not require treatment. Foul effluent/leachate flows from the internal waste bays, and from the clinical waste building will be collected and discharged to a below ground sealed unit. This unit will be emptied periodically by the site management team. The tank will be fitted with a high-level warning alarm system. The entire proposed development site falls within Flood Zone 1. In accordance with the requirements of the NPPF Technical Guidance the site passes the Sequential Test and is appropriate for development.
- 5.79 Overall, it is considered that the flood risk assessment demonstrates that flood risk on site can be managed without risks to the proposed development or increasing flood risk elsewhere within the catchment and is appropriate for the proposed development. The proposed surface water drainage

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strategy will also ensure the development is not at risk of surface water flooding and does not increase flood risk elsewhere.

5.80 Therefore, the proposals comply with Policy 26 of the Cornwall Local Plan.

## Lighting

5.81 The proposalsite is adjacent to two existing facilities; the HWRC and transfer station with associated offices. All of which have lighting installed within the current operational area. The existing Transfer Station lighting is operated by a sensor on the side of the building and supported by a timer installed in the kiosk at the front. There are 3 lights attached to the fabric of the front of the transfer station shed and a single column with three luminaires at the front of the access to external apron site. The existing lighting consists of halogen floodlights which are either pole mounted or installed on the existing transfer station building.

5.82 The lighting for the proposed waste reception facility will be controlled with a timer and photocell. The operational hours of the site will be programmed into the timer so the lights can only operate during the site operational hours. The photocell will work in conjunction with the timer so the lights will only operate during the operational hours if it is sufficiently dark. If the lights do come on during the start of the day when it is dark they will automatically turn off when it is light. Different photocells will be installed to control external lighting and lighting within the new building as appropriate. No lights will be left on overnight. There is potential for some low level lighting at the turning head however this will be defined by the detailed design.

5.83 The proposed lighting will consist of low energy LED lighting which will be angled downwards to ensure that only the site is illuminated as best possible.

5.84 Given the above and the fact that the site only operates between 7am and 5pm Mon – Fri and 7am – 1pm Sat, the site will only be illuminated for very short periods during the winter months.

5.85 The nearest residential properties are located circa 300m away to the north of the site, which is screened by dense vegetation. SUEZ would welcome a planning condition in relation to lighting and suggests the following:

Prior to the installation of any external lighting a detailed lighting scheme including the design, height, lux levels, positioning and phasing shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented in accordance with the approved details and



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retained and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority

## Trees

- 5.86 An arboricultural assessment has been undertaken to support the proposals, this was focussed specifically at two areas, the area around the proposed waste reception facility and the area at the turning head.
- 5.87 The area around the turning head contains trees of low quality and value with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm.
- 5.88 The area around the new waste reception facility concludes the quantity of trees to be removed should be limited in terms of the overall wooded area but this will only be fully understood when the extent of soil reprofiling works and the water pipe route are established.
- 5.89 It is envisaged that the overall arboricultural impact will be low in magnitude and short term in duration provided new tree planting and maintenance is carried out immediately following the development, however a number of mitigation measures are recommended, which can be secured by planning conditions, as outlined in the arboricultural impact assessment, which accompanies this application.

## Vermin

- 5.90 The existing RTS is covered by an environmental permit, which is accompanied by a site management plan. This contains comprehensive details about the control of vermin and pests. The same measures will be employed for the proposed development.
- 5.91 The risk of pest infestation will be controlled by:
- Inspection of waste for evidence of infestation as it arrives on site
  - All putrescible wastes stored inside the building with roller shutter doors
  - The rapid turnaround of biodegradable/putrescible wastes
  - Minimum storage times for materials likely to attract pests and vermin
- 5.92 A pest contract is in place at the site which will be extended to the new facility.. In addition, visual monitoring of wastes which are likely to attract scavengers and other pests will be undertaken throughout the day by site staff. Should monitoring reveal the presence of scavenging birds or animals,

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action will be taken to control them. If necessary, certain wastes may be secured against future foraging by pests. All remedial measures taken will be recorded.

- 5.93 The planning application has been supported by both a Phase 1 and Phase 2 Geo Environmental Survey, which have concluded that overall the geotechnical risk is considered to be low and no remedial actions are required as a result of the proposals.

## **Other Amenity Impacts**

- 5.94 It is not considered that the proposals will have any other amenity impacts.
- 5.95 Further to this, SUEZ has management procedures in place for the existing operations on site in the form of a Site Management Plan (SMP) which is regulated by the Environment Agency under the Environmental Permit. The SMP will be amended to incorporate the changes proposed within this application. The SMP will ensure appropriate control of odour, windblown litter, dust and noise on site and is subject to review and continual improvement under the Environmental Permitting system.

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## 6 PLANNING POLICY CONSIDERATIONS

- 6.1 The following section reviews the appropriate planning policy guidance at national and local levels and considers the degree to which the proposal complies with guidance and policy.

### **National Policy**

- 6.2 Section 38 of The Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. In the case of this proposal, however, it is difficult to directly apply planning policy and guidance as most policies relate to the development or operation of a waste management facility and the impacts associated with that long-term use.

### **National Planning Policy Framework**

- 6.3 National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these should be applied. The document provides the overall framework for planning policy in England and is a material consideration in the determination of planning applications.
- 6.4 In July 2018 the revised National Planning Policy Framework was published. This was the first revision of the National Planning Policy Framework since 2012 and it implemented around 85 reforms. In February 2019 the NPPF was updated to include a number of minor clarifications to the revised version published in July 2018.
- 6.5 NPPF paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document in paragraph 8 outlines three dimensions to sustainable development which the planning system seeks to perform; an economic role, a social role and an environmental role.
- 6.6 Whilst the NPPF contains most planning policy guidance at a National Level it does not contain waste policies, these are contained within the National Planning Policy for Waste.

### **National Planning Policy for Waste (2014)**

- 6.7 National Planning Policy for Waste (NPPW) sets out the government's detailed planning policies for waste in order to work towards the objectives of the Waste Management Plan for England.

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- 6.8 The document states within paragraph 1 that the key objectives of waste planning policy are to drive waste up the waste hierarchy, provide a framework in which communities can take more responsibility for their own waste and to enable more materials to be re-used, recycled and recovered.
- 6.9 Paragraph 7 states that Waste Planning Authorities should concern themselves with implementing the planning strategy and not with the control of processes which are a matter for pollution control authorities.
- 6.10 Appendix B of NPPW sets out 'locational criteria' that should be taken into account when considering the siting of waste management proposals. The criteria are outlined below:
- Protection of water quality and resources and flood risk management;
  - Land instability;
  - Landscape and visual impacts;
  - Nature conservation;
  - Conserving the historic environment;
  - Traffic and access;
  - Air emissions including dust;
  - Odours;
  - Vermin and birds;
  - Noise, light and vibration; and
  - Litter.
- 6.11 On 6th March 2014 the web-based Planning Practice Guidance (PPG) resource was launched, replacing guidance previously only published in separate documents. The PPG is actively managed and reviewed by the DCLG and updated when necessary. On 16 October 2014 the guidance on waste was updated, linking to the publication of the NPPW and giving further guidance on local planning authorities' obligations with regard to self-sufficiency, proximity principle and waste hierarchy.
- 6.12 Section 8 of the PPG on waste provides guidance on determining of planning applications and section 9 gives guidance on other regulatory regimes, reiterating that 'the focus of the planning system should be on whether the development itself is an acceptable use of the land and the impacts of those uses, rather than any control processes, health and safety issues or emissions themselves where these are subject to approval under other regimes.' The proposals are considered to be in accordance with the current Planning Practice Guidance.

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## Local Policy

- 6.13 The Cornwall Local Plan (Strategic Policies) was adopted November 2016 and sets the overarching policies at a County wide level which development must comply with. The main planning policies which need to be considered are discussed below.
- 6.14 Policy 1 of the Local Plan has regard to the Presumption in Favour of Sustainable Development and states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan. We will work with applicants, infrastructure providers and the local community to find solutions which mean that proposals will be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. The policy goes on to state that where no policies are relevant to the proposals the council will grant planning permission unless other material considerations dictate otherwise taking into account any adverse impacts that would demonstrably outweigh the benefits.
- 6.15 It is considered that the proposals comply with Policy 1 as it has been demonstrated within this supporting statement that there will be no adverse effects arising from the proposals. It is recommended a planning condition is placed on any approval to set noise limits from the site.
- 6.16 Policy 2 of the Local plan relates to the Spatial Strategy and outlines that development should respect and enhance the quality of place and that development should consider the impact on the biodiversity of Cornwall. The Policy goes on to state that proposals should increase energy efficiency and minimise resource consumption through low carbon technologies.
- 6.17 The proposals comply with the above policy and aim to increase biodiversity on site by providing additional planting and bird/bat boxes on the site as outlined in Chapter 5 of this report and in the accompanying ecological assessment.
- 6.18 Policy 12 has regard to design and outlines that development should be designed in accordance with its context and respect the natural and historic environment. In addition, the policy states that development should be designed as to avoid overshadowing, overbearing impacts; and unreasonable noise and disturbance.
- 6.19 As outlined in Chapter 5 the proposals are located on an existing waste management site and have been designed in accordance with the site and surroundings. The proposals will not impact upon any

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designation associated with the historic environment. In addition, and as detailed in the Environmental Statement the proposals will not result in unreasonable noise and disturbance.

- 6.20 Policy 13 outlines the development standards for the County and states that development proposals should include an appropriate level of off-street parking and cycle parking.
- 6.21 The proposals will not impact upon the existing car parking area for the site which includes an appropriate level of car parking and cycle storage and as such the proposals are considered to comply with Policy 13.
- 6.22 Policy 16 has regard to health and wellbeing and states that development should protect and alleviate risk to people and the environment from unsafe, unhealthy and polluted environments by avoiding or mitigating against harmful impacts and health risks such as air and noise pollution and water and land contamination. The policy also outlines that development proposals should include cycle storage.
- 6.23 It is considered that the proposals comply with the above policy. The RTS is an existing waste management site that is currently operational and subject to a number of specific conditions as outlined in planning permission PA20/09255. The proposals will result in the existing RTS and new facility being covered by a new planning permission. Currently the existing facility does not contain any specific limits on noise emissions, odour or traffic movements. However, as part of this proposals it is recommended that specific conditions with regard to noise / odour control are placed on any approval - in similar fashion to conditions imposed recently for the Bodmin MRF re- development permission. In addition and as previously outlined consideration is given to a condition with regard to a limit on vehicle numbers accessing the proposed development. Given this it is considered any new planning permission will result in a positive effect on the existing situation.
- 6.24 As outlined in Chapter 5 the planning application is supported by a noise assessment and detail odour and dust mitigation measures. The noise assessment concludes that there will be no adverse effects arising as a result of the proposals and the odour and dust mitigation measures aim to reduce and eliminate any effects. As a result, it is considered that the proposals will not result in any amenity impacts or adverse impacts arising from land contamination.
- 6.25 Policy 19 has regard to strategic waste management facilities and states:
- *In the case of Local Authority Collected Waste proposals should contribute towards meeting a shortfall in capacity;*
  - *Proposals for development that facilitates markets for recycled / recovered materials, in particular initiatives to assist businesses and communities in Cornwall to re-use / recycle /*

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*compost their discarded waste materials, will be supported where they comply with other policies within this Plan*

6.26 It is considered that the proposals comply with Policy 19 as the development will assist in meeting an identified shortfall in operating capacity as a result of the new collections contract and assist in delivering the new waste collections contract for the Council thereby allowing communities in Cornwall to further recycle their waste products.

6.27 Policy 20 has regard to managing the provision of waste management facilities and states;

Particular support will be given to proposals for recycling and / or re-use and recovery facilities that:

- are located in close proximity to the location from which the majority of the waste arises;
- involve the re-use of previously developed land, suitable industrial estates or waste management facilities;
- involve co-location with an existing operation of a similar or complimentary nature;
- incorporate alternatives to the transport of waste by road;
- incorporate added value services that benefit the community, such as apprenticeships and opportunities for volunteering and community involvement;
- maximise use of local supply chains in the sourcing / reuse / recycling of waste

6.28 It is considered that the proposal complies with Policy 20, as it supports the recycling and recovery of waste generated within the County. Further the proposal builds upon existing recycling measures through the introduction of a third waste stream collection so that food waste can be bulked separately at Connon Bridge and taken for onward processing in the form of anaerobic digestion.

6.29 Policies 23 and 24 have regard to the natural and historic environments. The planning application is accompanied by a Phase 1 Habitat Assessment, which concludes that there would be no impact upon the natural environment nor would there be any adverse effects on protected species. The proposals aim to provide biodiversity net gain as part of the development within the application boundary for the site. As previously outlined the site is not subject to any historic environment designations and given the small scale of the proposals it is considered that the proposals will not impact on any designations within the vicinity of the site and as such the proposals comply with policies 23 and 24.

6.30 Policy 27 has regard to transport and outlines that proposals should not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated.

# *Cornwall Energy Recovery*

- 6.31 The planning application is accompanied by a Transport Assessment which outlines that the proposals comply with Policy 27. It has been demonstrated within the Transport Assessment that the proposals will not have an adverse effect on the highway network. In addition, the proposals will provide safe and secure storage for bicycles.



# *Cornwall Energy Recovery*

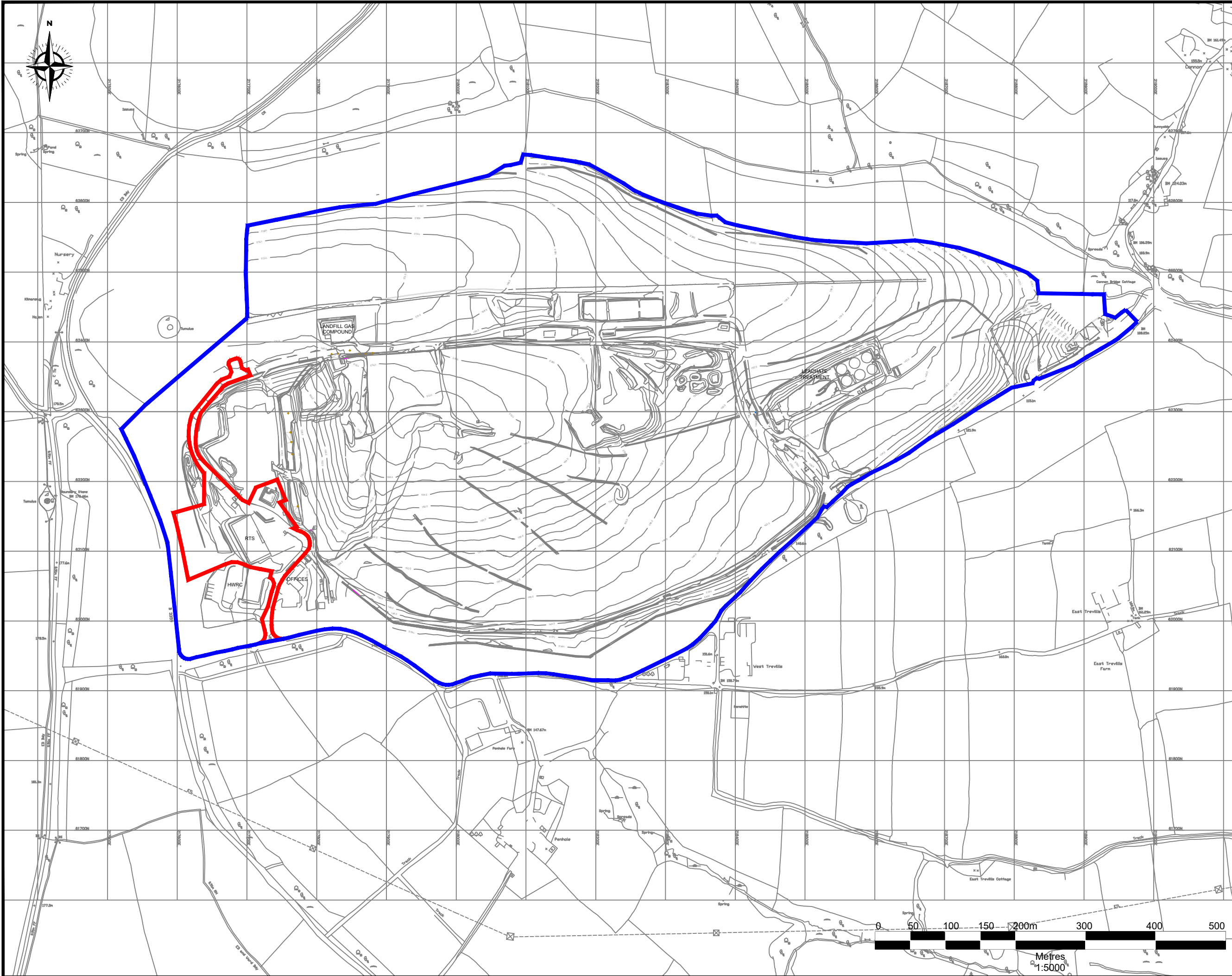
## **7 SUMMARY AND CONCLUSION**

- 7.1 This Planning Statement has been prepared in support of a planning application for the development of a new waste reception facility at Connon Bridge until 2036. The proposals also include the retention of the existing RTS until 2036, the development of a turning head, the relocation of the clinical waste facility and the development of associated infrastructure including a fire water tank.
- 7.2 The proposals are required to accommodate the new waste streams, particularly food waste and a projected increase in waste that is due to be collected as part of the new waste collections strategy in the County.
- 7.3 This planning application and environmental statement has demonstrated that there would be no adverse effects arising as a result of the proposals.
- 7.4 The site will continue to be covered by an Environmental Permit which is regulated by the Environment Agency.
- 7.5 In conclusion, the proposed development has been assessed against relevant planning policy and guidance and it is considered that the development accords with the development plan as a whole, including both adopted and emerging policy. Planning Permission should therefore be granted without delay, in accordance with Paragraph 11 of the NPPF.

# ***Cornwall Energy Recovery***

## **Appendix A**

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Notes

1. Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright, Licence Number 100004910.

Application Boundary

Land under the control of the Applicant

Rev	subject	date
B	Red line amended	Dec 2020
A	Red line amended	Nov 2020



Darwin Resource Recovery Park, Lower Eccleshill Road, Darwin, BB3 0RP  
Tel: (01254) 819700, Fax: (01254) 819749, Email: richard.bisset@sita.co.uk

Site	
Cannock Bridge Landfill Site	
Title	
Planning Application - Boundary Location	
Scale	
1:5000 on A3	
Date	
April 2020	
Drawing Ref	Drawn by
Cnb-TS-PLN-0420-02b	RB
	Checked by
	NK

# ***Cornwall Energy Recovery***

## **Appendix B**

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**Pre - application advice for proposed development of a food waste handling building and Fire Tank.**

**Nr. Connon Bridge Refuse Transfer Station (RTS), East Taphouse, Liskeard PL14 4NP.**

**Niall Kelly on behalf of Cornwall Energy Recovery Ltd (CERL)**

**Council Ref - PA19/03079/PREAPP – (confidential)**

**Overview**

This initial pre-application assessment concerns a development proposal as set out in the title above.

The following advice is based on the information provided in correspondence and with the benefit of a site visit and is given on a 'without prejudice' basis in respect of the consideration of any planning applications that may be forthcoming in the future.

**Background and planning history**

**Site Location**

The Connon Bridge Landfill Site is located within a predominantly rural area around 1Km south of East Taphouse and 5.5Km south west of Liskeard. The site as a whole occupies an area of around 67.5ha and includes an area of old 'dilute and disperse' landfill to the east (known as 'Old Connon'), which commenced operations in 1968, a Household Waste Recycling Centre (HWRC), Waste Transfer Station/Refuse Derived Fuel (WTS/RDF) facility and Offices to the west, Bodithiel Fields (former spray irrigation area for leachate) to the north as well as leachate and landfill gas management infrastructure and green electricity generation units within the site itself. The current Connon Bridge landfill ('New Connon') was engineered for containment and opened in 1996 for the disposal of municipal waste following the closure and restoration of the adjoining 'Old Connon' area.

## **Relevant Planning History**

The Connon Bridge site has until recently operated under permission **PA12/06980** which was granted consent on the 17th December 2013. This 2012 application sought to increase the void space for waste at the site by laterally extending the engineered landfill footprint as well as seeking to extend the timescale for landfilling and other waste management operations at the site to 31st December 2036, supporting Cornwall's Integrated Waste Services contract. Planning permission PA12/06980 was granted to allow the increased landfill void space and retention of other waste management activities until 2036, but the planning authority determined that the timescale for landfilling would be limited to 31st December 2018.

In February 2019, the following application was received under Planning Ref **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.'*

The conditions referred to above included references to the previously approved landfill, final landform and restoration drawings, together with the surface water scheme and aftercare of the restored site. After due consideration, Planning Ref PA19/01517 was granted permission and *therefore PA19/01517 forms the current extant consent for the Connon Bridge site.*

For information purposes, the Waste Transfer Station (WTS) at the site was originally granted planning permission in May 2007 (application reference CC/CN/06/01730), with this permission then being amended in 2011 before the WTS was included in application reference PA12/06980 and subsequently PA19/01517.

## **Designations**

Definitive Footpath Route Code: 633/4/1. Category: Silver

Landfill 250m Buffer      Landfill Site Buffer: 250

Parish Name: St. Pinnock

Potentially Contaminated Land (Polygons)      Land Code: LB. Classification: Landfill site - Strongly suspected to be producing gas based on the available information on age and content and fill - default where no info is known.

Potentially Contaminated Land (Polygons) Land Code: RF. Classification: Refuse and waste disposal sites, including hazardous wastes, incinerators, sanitary depots, drum and tank cleaning, solvent recovery.

Public Right of Way 10m Buffer Route Code: 633/4/1. Category: Silver

Herodsfoot Woods Cornwall Wildlife Site (CWT) adjoins the site to the east.

## **Details of the current Pre –App**

### Background

The applicants state that Cornwall Council is currently in the process of re-procuring its waste collection and cleansing contract, which is based on a new service design. It is expected that the new service design will have a positive impact on the management of municipal waste in Cornwall, driving up recycling rates and reducing the amount of residual waste that is being produced, in line with the waste hierarchy. However, it is also expected that the change to the service design will increase the use of the facilities that Suez operates for the reception of dry recyclables and food waste in Cornwall. This increase in use is expected to manifest itself through a greater tonnage of recyclables received and processed, and also through an increased number of Resource Recovery Vehicles (RRVs) being received at the sites. Work is being undertaken by Suez to optimise the facilities to meet the expected demand.

### Details

CERL initially proposed to either extend the existing WTS to accommodate a new food waste bay within - or to develop a stand alone freestanding building to the north of the WTS building - for the reception of food waste. However, subsequent to the Pre-app having been submitted and at a Member's Briefing it was indicated that the option of the new standalone building was the one being progressed.

The proposed new building would match the existing WTS building in terms of height and appearance although would be much smaller in footprint – (details to be given at application stage). The new building would be fitted with fast acting roller shutter doors that would be vehicle activated such that the doors would be closed at all times apart from when a vehicle approaches or when a vehicle exits. The applicants suggest that no vehicle would be unloaded / or loaded without the doors having been shut – details to be confirmed.

The area of the land that is proposed for the new food waste facility is approximately 0.2ha in size.

As part of the proposals the applicants note that it would be necessary to relocate the Clinical Waste Bay and it would also be necessary to locate a new Fire Water Tank / Pump House on the site, to meet the requirements of the Environment Agency's Fire Prevention Plan. The exact location of the building



extension / new building, the Clinical Waste Bay and the Fire Water Tank / Pump House are yet to be determined.

The applicants have indicated that currently the existing WTS accepts approximately 45,000 tonnes per annum which results in approximately 98 vehicle movements (49 in and 49 out) - accessing the WTS per day. It is noted that the current consent for the WTS – does not restrict vehicle number by planning condition under its current consent. It is proposed that there will be 32 vehicle movements (16 in and 16 out) associated with the new food waste reception facility. However, the applicants note that as a result of the new waste contract it is anticipated that vehicle movements to the WTS itself will increase by 58 movements (29 in and 29 out) so overall – with the new traffic for the WTS and for the new food waste building – the traffic figures combined would be in the order of 188 vehicle movements per day (94 in and 94 out per day).

### **Site Context – Landscape Character Area**

The site lies within the South East Cornwall Plateau Landscape Character Area (LCA) where the key characteristics are noted as: -

- *open, medium to large scale gently rolling plateau with pattern of low irregular Cornish hedges with hedgerows and sparse tree cover;*
- *mix of improved pasture on plateau with some arable, with Cornish hedges or post and rail fencing;*
- *trees occasional, on boundaries, around farmyards and farm entrances, generally only on lower land;*
- *gently sloping and undulating stream valleys with very small patches of woodland in lower-lying areas;*
- *large area of woodland in small valleys around Boconnoc with Deer Park and extensive designed landscape, also at Mount Edgcumbe;*
- *spectacular coastline with steeply sloping coast zone ending at incised low cliffs with reef and small sandy coves. Unenclosed sandy beach punctuated by rocky outcrops;*
- *scrub and bracken on lower coastal slopes and pasture and unimproved or neutral grassland on upper slopes, divided by straight boundaries in large pattern;*
- *small peninsula at south-eastern end, forming narrow open farmed ridge with regular field pattern of low hedges, lightly settled;*
- *heavy recent settlement along transport corridors;*
- *isolated farms and large modern houses scattered throughout;*



- *history and evidence of fortifications along the south coast;*
- *main settlement of Liskeard.*

Identified pressures are:-

- *agricultural intensification;*
- *demand for rural housing and expansion of large settlements in adjoining Landscape Character Areas;*
- *tourism and recreation pressure along coast.*

## **Policy Context**

### **Cornwall Local Plan Strategic Policies 2010-2030 (Adopted 22nd November 2016)**

Policy 1 Presumption in favour of sustainable development  
 Policy 2 Spatial strategy  
 Policy 3 Role and function of places  
 Policy 12 Design  
 Policy 13 Development standards  
 Policy 16 Health and wellbeing  
 Policy 19 Strategic waste management principles  
 Policy 20 Managing the provision of waste management facilities  
 Policy 21 Best use of land and existing buildings  
 Policy 23 Natural environment  
 Policy 24 Historic environment  
 Policy 25 Green infrastructure  
 Policy 26 Flood risk management and climate change  
 Policy 27 Transport and accessibility

### **National Planning Policy Framework 2019**

Para 4 notes that the Framework should be read in conjunction with the Government's Planning Policy for Waste.

The National Planning Policy for Waste was published in October 2014 and sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management within which it refers to the 'Waste Hierarchy' where the following are set out in order of desirability (with disposal being the least favoured. :-

Prevention/ Preparation for Re-Use/ Recycling/ Other Recovery/ Disposal.

**Neighbourhood Plans**

St. Pinnock area not yet designated.

**Likely Planning Issues Arising from the Proposals****Principle of development**

The principle of the use of the Connon Bridge Landfill Site for waste handling has been established for many years and the site benefits from significant investment in terms of infrastructure to support the various waste related facilities at the site.

SUEZ have been tasked with providing a network of Refuse Transfer Stations (RTS) as well as Household Waste Recycling Centres (HWRC) across the County as well as operating the Cornwall Energy Recovery Centre (CERC) at St Dennis.

The provision of the current WTS at this site is already well established and this facility has over its operational life has been used for a variety of waste handling / transfer operations including periods when large tonnages of black bag (including food wastes) were off loaded into this facility from Refuse Collection Vehicles (RCVs) before being temporarily stored before being transferred out in bulker lorries to the United Mines Landfill Site near St. Day when accelerated disposal took place at that facility in order to utilise consented void space. The WTS has more recently been utilised for reception / processing of bulky waste with subsequent transfer to the Cornwall Energy Recovery Centre (CERC).

The proposal to cater for food wastes collected under the new Council Waste Contract at Connon Bridge is the kind development that could be expected to be progressed at this site due to its geographical location, the site infrastructure and capability and therefore the principle of a properly sited and designed structure to handle such wastes is capable of support provided the issues below are satisfactorily addressed.

**Landscape /visual amenity**

The current WTS building although a large building – (approx. 60m x 30m) is not prominent in the wider landscape with views from the west being effectively screened by the wide tree belt separating the Connon Bridge site from the B3359 road that links East Taphouse to Looe via Pelynt. Views from the south – (i.e. from the U6158 that runs east from the B3359 towards Connon Bridge Cottage) , are again generally screened by mature vegetation, although some close views of part of the existing building can be gained from the public area of the Connon Bridge site – i.e. the Household Waste Recycling Centre (HWRC). Some longer distance views of the current WTS are gained from some scattered

rural dwellings to the south and south east but these are seen in the context of the operational waste handling site. Whilst there is a Public Footpath (No.4 St. Pinnock) that lies over 200m to the north west – views of the current WTS are again interrupted by a hedge line and screening vegetation. Any views from the east are screened by the former tipping area at Connon now undergoing restoration.

At the Member's Briefing – it was indicated that the proposed food waste handling facility would comprise a new freestanding building close to but to the north west of the current WTS, of similar height and design but of a much smaller footprint – (details to be confirmed). Much of the aforementioned screening in respect of the WTS will also apply to the proposed new building – and in fact – the existing WTS building would effectively screen the new building from the south.

Notwithstanding the above, the current consent for the Connon Bridge site as a whole – (Ref PA19/01517) - now includes the requirement – as part of the restoration – of new Permissive Paths – one of which will run south from the Public Footpath – at a point just to the east of the main Gas / Electricity Generation Compound – to a new proposed 'Viewpoint – with Information Panels' - before running WSW – ENE before reconnecting with the Public Footpath at a point north of the main leachate treatment facility at the site. Once developed – the Permissive Path will effectively give public views of parts of the Connon Bridge site - and the aforementioned 'Viewpoint' will have a direct view of the proposed new building and potentially the new Clinical Waste Bay and Fire Control facilities. The applicants should consider how to mitigate views / other impacts from this viewpoint.

It is concluded that in principle, a new building of the type and in the location indicated is likely to be acceptable in landscape and visual terms but it would be expected that any application should be supported by a Landscape and Visual Impact Assessment.

### **Amenity impacts**

For this type of application there are various amenity impact to be considered and these are set out below.

#### **Noise**

In terms of noise from the Connon Bridge site as a whole, this is currently controlled by the Environment Agency in the Environmental Permit for the site. However, the proposed application is for a freestanding development which if consented would have its own conditional permission. Accordingly, it will be expected that any formal application includes a full noise assessment 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 conditioning imposed by the Local / Waste Planning Authority or whether noise control would still be gained through the Environmental Permit.

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](http://www.cornwall.gov.uk/media/25453200/noise-and-planning-developers-guidance.pdf)

### 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.

### Odour

With the proposed new building being proposed for the reception of food wastes then there is potential for odour generation. Accordingly, any application should be accompanied by an Odour Assessment / Management Scheme. This should identify all potential odour sources, means of control, assessment and mitigation measures. This shall also include details of potential odours arising from vehicles both delivering and collecting the food wastes and how this can be controlled.

### Lighting

In view of the local topography parts of the site are likely to be being visible from certain dwellings and public viewpoints and it is important that any lighting at the site is suitable positioned/ and a Lighting Report should be produced to assess impacts on residents and users of the public highway network.

### Vermin / Pest Control

The storage of food waste on site has the potential to attract pests (including rodents, seagulls, flies). 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.

## **Contaminated Land**

As part of the Pre-app – specific advice was sought in regard to contaminated land and the comments from the Council's Public Protection Team are given below in regard to this: -

### **Purpose and Scope**

*A land contamination desktop search has been undertaken of the site identified within the pre-application planning advice request for the following purposes:*

- 1. To identify geographical information held by the Council indicating whether or not the site might potentially be affected by land contamination due to current/former land uses (on-site and up to 250m radius);*
- 2. To detail the nature of any potentially contaminative land uses identified as an outcome of the above search;*
- 3. To confirm the land contamination minimum information requirements that apply should a formal planning submission be submitted, taking into account the details supplied within the pre-application advice request (including sensitivity of proposed use) and the geographical information held.*
- 4. Provide outline advice to assist with any further recommended works/assessment (if applicable).*

### **Recommendations**

*Records held by this Service indicate potentially contaminated land within the 250m search radius, as follows:*

*On site: The edges of a landfill (Connon Bridge) is within the north east section of the site from mapping dated 2005.*

*Off site: There are no further records than Connon Bridge landfill offsite.*

*It is also noted from the submitted information that there is appears to be within the area designated as the landfill site. This and other records held by this service indicate potentially contaminated land within the 250m search radius are shown in the table (4 below), followed by the map in this report.*

*These past/current land uses (and features) indicate the potential for land contamination. In combination with the proposed development description, this is such that the criteria for this Service to be consulted (as a non-statutory internal planning consultee) apply should a future formal submission be made.*

### **Conclusion**

*The information held by this Service (as outlined above), including that submitted by the applicant, means land contamination is a relevant*

*consideration as part of any future formal planning submission. The proposed development is such that sensitive receptors, in addition to construction workers, will include future site users of the proposed commercial activity.*

*In accordance with our consultation criteria (and minimum information requirements as reflected in the Local Validation List) a Phase I hazard assessment should therefore be submitted with any future formal planning application, including a desk based study (which looks at all available historical and environmental information), a site walkover, and the generation of a risk-based conceptual model of the site identifying the potential sources, pathways and receptors at the site ("preliminary risk assessment"). This is necessary because the developer is responsible for identifying whether land is suitable for a particular development and must therefore determine the existence or otherwise of contamination, its nature and extent, and the risks it may pose and to whom/what (the 'receptors'), so that these risks can be assessed and satisfactorily reduced to an acceptable level.*

*In accordance with Planning Practice Guidance on land affected by contamination (June 2014, Department for Communities and Local Government), unless this initial assessment clearly demonstrates that the risk from contamination can be satisfactorily reduced to an acceptable level, site investigations and risk assessment may be necessary before the application can be determined (Phase II assessment).*

*Whether a Phase II assessment will be necessary for this site/proposed development is likely to be dependent largely upon obtaining further information on the landfill/ recycling centre on site along with anything else noted (via the Phase I assessment). Alongside considering potential off-site contamination sources this will establish whether more detailed site investigation works will be required. Providing identified potential risks are not indicated to be unacceptable, it is likely that any subsequent investigations and necessary remediation work can be dealt with via planning conditions should planning consent be granted (i.e. rather than prior to determination). In such a scenario, this Service would provide recommendations for any conditions having reviewed the Phase I assessment via a formal planning consultation (or this can also be organised pre-application via our Detailed EH-TAP service to obtain consultee comments in advance).*

*Whilst land contamination therefore requires preliminary assessment within any future planning submission, it is not anticipated that this is likely to be determinative to any application.*

*Should asbestos containing materials (ACM) be identified this information should be provided to the land contamination consultant to take into account when determining potential associated land contamination risks.*

*If during any ground investigation or site clearance / development, any unexpected ground conditions are encountered, the local planning authority should be informed as well as seeking advice from a competent geo-environmental engineer.*

The full response has been sent to the applicants for completeness as it gives contact details and general guidance.

### **Ecology**

From the information provided it would appear that the areas for proposed for the new development all lie within areas of land that has been developed to a greater or lesser degree which forms part of the wider infrastructure of the existing WTS. If there is to be any vegetation removal then the application should be supported by a Phase 1 Habitat Assessment.

If there is no vegetation removal required, the applicants would need to provide a description of the site and give confirmation that there would be neither onsite nor offsite impacts on ecological interests. If there are proposed works close to existing established tree or vegetation then suitable root protection safeguards will need to be set out. As with any application, new development also affords the opportunity for enhancement of biodiversity, so you should set out measures seeking to achieve this – which could include enhanced planting and /or the provision of bird / bat boxes at suitable locations within the site.

### **Drainage /flood risk**

The site is situated within Flood Zone 1, i.e. an area with a low probability of flooding and therefore it would not be anticipated that the proposed development will adversely impact the flood risk. However, any application should include full details of surface water drainage and detail how that drainage arrangements fit with the currently approved drainage schemes.

### **Historic interests**

There appear to be no new areas requiring fresh excavation so no requirement for any further archaeological study. In assessing cultural heritage, it is understood that there is a Scheduled Monument (Round Barrow) - 250m west of the WTS with other Barrows at greater distance, there is a Designated Battlefield at Braddock Down –approx 200 metres from the closest boundary of the Connon Bridge operational boundary. In terms of Listed Buildings the closest is the Boconnoc House and Gardens at approx 500 metres.

In view of the nature and location of the proposed development it is unlikely that the proposed development would cause undue adverse impacts but it is recommended that a Heritage Impact Report is submitted.

### **Traffic**

The applicants note that the current consents do not restrict traffic movements in terms of vehicle numbers that can arrive/leave the Connon Bridge site. They



also confirm that the current working hours for the WTS would not be altered for the proposed new development. for completeness – these are: -

*- 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*

The applicants have indicated that currently the existing WTS accepts approximately 45,000 tonnes per annum which results in approximately 98 vehicle movements (49 in and 49 out) - accessing the WTS per day. It is noted that the current consent for the WTS – does not restrict vehicle number by planning condition under its current consent. It is proposed that there will be 32 vehicle movements (16 in and 16 out) associated with the new food waste reception facility. However, the applicants note that as a result of the new waste contract it is anticipated that vehicle movements to the WTS itself will increase by 58 movements (29 in and 29 out) so overall – with the new traffic for the WTS and for the new food waste building – the traffic figures combined would be in the order of 188 vehicle movements per day (94 in and 94 out per day).

The applicants are advised that traffic issues in general for this site – including queuing of vehicles back onto the public highway at times has caused local concern so a Transport Assessment or Statement should support any application.

As part of the Pre-app arrangements- a consultation was undertaken with the Council's Highways Development Management Officer – and the comments received are given below: -

*- In view of the information described and taking into consideration the projected trip generation arising from the proposal is unlikely to result in a significant increase in vehicle movements, I can confirm that any subsequent planning application would not require the submission of a TA/TS.*

However, these comments were made before further traffic information was provided in respect of the increase of vehicles to the WTS.

It is considered that full traffic information should be provided - and in this regard and to set the context – it would be helpful if all current vehicle movements to the site were detailed, estimations of future traffic as well as historic traffic levels when the landfill site was in operation.

### **Public Engagement and Consultation**

With any planning application, it is always worth considering discussing the issues with the local communities that may be affected and early consultation is always recommended.



The site lies within the St. Pinnock Parish Council area and the contact details for the Clerk is given below: -

Mrs J Hoskin, Branston Farm, Bodmin Road, Bodmin. PL30 4BB

Telephone: 01208 72789

Email: [t.hoskin@btinternet.com](mailto:t.hoskin@btinternet.com)

However, Broad oak Parish Meeting lies close to the west of the site and the details of the Chairman / Clerk are given below: -

Paul Jordan, Lower Hollycombe, Drift Lane, Twowatersfoot, Liskeard. PL14 6HH

Telephone: 01208 871076

Email: [pjordan1956@gmail.com](mailto:pjordan1956@gmail.com)

Lanreath Parish Council lies to the south - and the Parish Clerk is: -

Mrs Lynda Rigler, Sunny Corner, Duloe, Liskeard. PL14 4PW

Telephone: 01503 264110

Email: [lyndarigler@tiscali.co.uk](mailto:lyndarigler@tiscali.co.uk)

In regard to the local Cornwall Councillor – the site lies within the Menheniot Electoral Ward and the Local Councillor is Councillor Phil Seeva, 1 Barnfield Terrace, Station Road, Liskeard. PL14 4DT

Email: [phil.seeva@cornwallcouncillors.org.uk](mailto:phil.seeva@cornwallcouncillors.org.uk)

The Member to the west is for Lostwithiel is Colin Martin, Les Papillons, Castle Hill, Lostwithiel. PL22 0DE

Email: [colin.martin@cornwallcouncillors.org.uk](mailto:colin.martin@cornwallcouncillors.org.uk)

The Member for Trelawny to the SW is Richard Pugh, Treacan Farm, Lanreath, Looe. PL13 2PF

Email: [richard.pugh@cornwallcouncillors.org.uk](mailto:richard.pugh@cornwallcouncillors.org.uk)

## **Screening Opinion**

A request for a Screening Opinion for this development has been submitted under Planning Ref PA20/01182. This will be issued under separate cover in due course.

## **Supporting information**

The following is a useful guide to the kind of supporting information that would need to be submitted with any planning application:

- *Application form, certificates and notices (as appropriate);*
- *Design and Access Statement;*
- *Planning Statement setting out the reasons behind any application, giving the site setting, full details of the proposed development including full descriptions of the processes involved;*
- *Site location plan to include the site including the access to the public highway and any other land required for any landscaping / bunding;*
- *Site survey plan with levels - referenced to metres Above Ordnance Datum (m AOD);*
- *Block plan;*
- *Site layout plan – showing different areas within the building for different purposes should that be the case;*
- *Section drawings through the site and buildings to include adjoining land and buildings;*
- *Drawings and plans (elevations and floor plans) of the proposed buildings and structures ;*
- *Levels information and finished floor levels for the buildings / hardstandings in relation to a fixed datum e.g. m AOD;*
- *Details of design and surface finishes for the proposed buildings;*
- *Landscaping / bunding planting scheme –(if applicable) ;*
- *Landscape and Visual Impact Assessment;*
- *Extended Phase 1 Habitat Survey - (if applicable);*
- *Biodiversity Enhancement Statement*
- *Surface Water Drainage Scheme;*

- *Noise Report;*
- *Traffic Statement;*
- *Dust Assessment / Management Scheme;*
- *Odour Assessment / Management Scheme;*
- *Lighting Report;*
- *Vermin / pest control scheme*
- *Statement of Community Involvement;*

### **Consultations**

The following inter alia would be consulted / notified in respect of any planning application:

- *St. Pinnock Parish Council;*
- *Broad oak Parish Meeting;*
- *Lanreath Parish Council;*
- *Neighbouring residents and businesses;*
- *Cornwall Council Highways Development Management Officer;*
- *Cornwall Council Environmental Health Officers – Noise / Air Quality / Contaminated Land;*
- *Cornwall Council Landscape Officer;*
- *Cornwall Council Sustainable Drainage Lead Officer;*
- *Council's Historic Environment Team;*
- *Environment Agency;*
- *Natural England;*
- *Council's Countryside Access Team;*
- *Council's Ecologist*

## **Building Regulations**

Cornwall Council's Building Control Service is pleased to offer a free initial pre-application advice service for all your development enquiries. Building Control can advise whether a Building Regulations application is likely to be required for your proposal, can give valuable time-saving guidance on how to meet the requirements of The Building Regulations and can suggest possible ways of resolving any notable issues prior to you submitting any formal Planning Permission applications that may be required. Building Control's Extended Services team can offer SAP, SBEM and Air-Permeability Testing Services, as well as access to warranties and other related services.

The Building Control surveyors covering your area can be contacted at Building Control, Cornwall Council, Circuit House, Pydar Street, Truro. TR1 1EB, by phone on 01872 224383 or by email at: [buildingcontrol.central1@cornwall.gov.uk](mailto:buildingcontrol.central1@cornwall.gov.uk)

## **Conclusion and type of application**

In conclusion, without prejudice to the Council's final determination of any planning application and having regard to the above planning issues, this is a proposed development capable of support - at least at Officer level.

The principle of waste handling at this site is well established with transfer of food wastes already having historically been undertaken from the current WTS – albeit food mixed with other household / black bag wastes. The site is well located geographically in the centre of the County close to the A0390 road.

Any application will need to be supported by the documents referred to above in order to demonstrate that the proposed development can proceed without undue impact on the environment or on local amenity.

I hope that you find the above advice informative. The advice is submitted without prejudice to any final decision reached by the Council; However I would be very happy to discuss this proposal with you, if you wish.

**Tim Warne - Principal Development Officer - Minerals and Waste – (Enforcement and Appeals);**

**Planning & Sustainable Development Service -Economic Growth and Development Directorate - Cornwall Council**

**Dated 10.03.2020**

# ***Cornwall Energy Recovery***

## **Appendix C**

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# Cornwall Council

**Correspondence Address: Cornwall Council Planning, PO Box 676, Threemilestone, Truro, TR1 9EQ**

Email: [planning@cornwall.gov.uk](mailto:planning@cornwall.gov.uk)

Tel: 0300 1234151

Web: [www.cornwall.gov.uk](http://www.cornwall.gov.uk)



**Application number:** PA20/09255

**Applicant:**

Ms Wilshaw  
Campground VEC  
Springwell Road  
Wrekenton  
Gateshead  
NE97XW  
United Kingdom

**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 23 October 2020 and as shown on the plans attached to the original Decision Notice:

**Description of Development:**

For clarity this application seeks to 'amend condition nos 3 and 19 of PA19/01517 to allow more time to complete the restoration of Cannon Bridge landfill site (until 30th June 2021, with any outstanding tree planting completed by 31st December 2021)' due to a delayed restoration start in 2020 as a result of the COVID-19 pandemic.

The description of development on the existing planning permission PA19/01517 is as follows:

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.

**YOUR ATTENTION IS DRAWN TO THE ATTACHED NOTES.**

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development

**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

**Location of Development:**

Connon Bridge Landfill Site  
A390 Between Junction With B3359 At Middle Taphouse  
And Dobwalls Roundabout  
East Taphouse  
PL14 4NP

**Parish:**

St. Pinnock

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

### **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;
- 4002- Issue Z2: Waste Transfer Station - As Built- Foul and Surface Water Drainage;

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development



## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

- 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 30th June 2021 (with any outstanding tree planting completed by 31st December 2021). 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 Agency (or its successor) have confirmed in writing that these items of environmental control infrastructure are no longer required.

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development

**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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 (i.e. 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: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development

## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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,

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

litter or the creation of noise during the approved use of the site. The provisions 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 Cannon Bridge Landfill Site.

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development

## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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 30th June 2021 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: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development

**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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).

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

## **SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

- 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 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.

**DATED: 18 December 2020**

*Louise Wood* - Service Director Planning and Sustainable Development



**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

- 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.

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 The Permissive Car Park shall be developed in accordance with the detailed scheme approved under Planning Ref PA20/05570 -date of approval 27th August 2020. 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: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

**SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA20/09255**

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: 18 December 2020**

*Louise Wood* - Service Director Planning and  
Sustainable Development

**PLANS REFERRED TO IN CONSIDERATION OF THIS APPLICATION:**

Submitted Plan Cnb-SLP-1111 received 23/10/20  
Submitted Plan Cnb-Pln-0119-01 received 23/10/20  
Submitted Plan 18026\_L01\_02 Rev J received 23/10/20  
Submitted Plan Cnb-LTP-1218-L6a received 23/10/20  
Submitted Plan 4000 Issue Z3 received 23/10/20  
Submitted Plan 4002 Issue Z2 received 23/10/20  
Submitted Plan G(1) received 23/10/20  
Submitted Plan 4014 Issue Z2 received 23/10/20  
Submitted Plan HWRC/LISK/OPLAY/01A received 23/10/20  
Submitted Plan 6573.SWM.D02B received 23/10/20  
Submitted Plan Cnb-PROP-1018-01a received 23/10/20

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 Councils in accordance with the protocol.

**DATED: 18 December 2020**

*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](http://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](mailto: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.



Ms Wilshaw  
Campground VEC  
Springwell Road  
Wrekenton  
Gateshead  
NE97XW  
United Kingdom

**Your ref:** Connon Bridge Landfill s73  
**My ref:** PA20/09255  
**Date:** 18 December 2020

Dear Ms. Wilshaw

**For clarity this application seeks to 'amend condition nos 3 and 19 of PA19/01517 to allow more time to complete the restoration of Connon Bridge landfill site (until 30th June 2021, with any outstanding tree planting completed by 31st December 2021)' due to a delayed restoration start in 2020 as a result of the COVID-19 pandemic.**

**The description of development on the existing planning permission PA19/01517 is as follows:**

**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 Landfill Site A390 Between Junction With B3359 At Middle Taphouse And Dobwalls Roundabout East Taphouse 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](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  
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