



Seleggan Depot, Seleggan, Redruth – Pre-App 2021

1 CONTEXT

1.1 The CORMAC Solutions Ltd (CORMAC) Seleggan Aggregate Recycling Depot lies approximately 1.3km south of the outskirts of Redruth, 1km northeast of the village of Carnkie and 1.4km southeast of Carn Brae Monument. It is accessed from an unclassified highway that leads southwest towards Carnkie village from the south-bound B3297, at the triangular junction of Bucket's Hill and Buller Hill (see Figure 1). The NGR for the centre of the site is SW69535 40115.

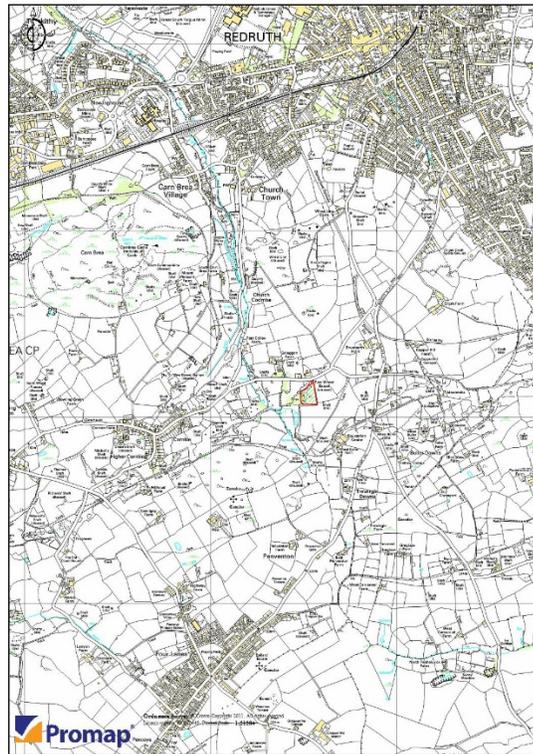


Figure 1: Location of Seleggan Recycling Depot, outlined in red and hatched in green.

1.2 The Seleggan site was first used officially as a Highways Depot during the early 1970s and then formally for the recycling of inert materials from 2005, when a waste exemption for the activity was granted. The current site layout is shown in Figure 1, Appendix 1.

1.3 The site currently benefits from planning permission (Application & Decision No. PA12/00736, 'the Permission') gained on 9th March 2012 for:

- *importation/processing of solid inert waste materials;*
- *periodic use of crushers/screeners to produce secondary aggregates;*

- attendant stockpiling, before export of materials from the site;
- weighbridge, storage bays with associated reinforced concrete walls, concrete bays;

1.4 A copy of the Permission and the associated Delegated Report is included in Appendix 2.

1.5 The application of January 2012 was predicated on the fact that CORMAC's recycling and highway maintenance operations throughout the County were being rationalised as part of a wider process to create strategic network of sites designed to reduce significantly the costs associated with waste generated by development and highways operations and that only CORMAC vehicles, or vehicles contracted to CORMAC, can enter the site transporting inert waste etc.

1.6 The planning assessment was therefore undertaken on that basis, resulting in Condition 4 of the Permission:

'There shall be no waste imports to the site except for those materials directly arising from the maintenance of the Councils highways network and materials arising from contracts for CSL to work on private highways related developments. All waste materials delivered to the site shall be in vehicles either owned by the applicants or vehicles contracted to them in the servicing of the abovementioned highways related contracts and developments. Within 3 months from the date of this permission the operators shall have erected signage at the site entrance to reflect this in accordance with details to be agreed in writing with the Local Planning Authority (LPA)'

1.7 The original application thus self-limited the use of the site to CORMAC vehicles and those contracted to them and materials imported to the site for processing were confined to materials directly arising from the maintenance of the Council's highways network and materials arising from contracts for CORMAC to work on private highways related developments.

1.8 Condition 10 of the extant consent states that:-

'There shall be no operation of the crushing/screening plant except between the hours of 0830 and 1630 hours weekdays only with no materials processing on Saturdays. The crusher/and or screener shall not be operated on this site for more than 5 days in any calendar month. A part day working shall be counted as one of the 5 days. The operators shall keep contemporaneous records of materials processing days and shall make these available to the LPA on request to demonstrate compliance with this condition'.

1.9 Condition 10 restricts the tonnage of material that can be processed at the site. This tonnage is less than the potential capacity for a waste operation of this sort, as defined by the maximum allowable annual tonnage specified in the Environmental Permit for the site ('the permit'). In relation to comparable recycling operations, this places CORMAC at a competitive disadvantage and constrains the contribution of the site to the wider business.

1.10 The current restriction to processing days at Seleggan increases the need to transport by low loader the mobile processing plant to alternative sites across the County, with attendant fuel usage and increased carbon footprint. Optimising the processing capacity at the site in line with the permit

would improve the sustainability of recycling operations at Seleggan and therefore across the network of sites operated by CORMAC in line with Cornwall Council's carbon neutral aspirations.

2 PRE-APP REQUEST

- 2.1 Seeking changes to the Permission necessitates a freestanding planning application rather than a Section 73 conditions variation application since the intent is to change the 'permission' rather than change a 'condition'.
- 2.2 This Pre-app request essentially seeks advice on the following:-
- (i) changes to the restrictions on the sources of the waste imports by expanding this to suitable wastes (fully recyclable materials) arising from projects beyond those arising from public / private highways related developments;
 - (ii) having the site available to 'third party' hauliers / contractors and small commercial businesses, hauliers being 'pre-authorized' to use the site: there would be no 'open gate' policy for HGVs.
 - (iii) expanding the periods when materials processing may take place i.e. increasing the processing capacity proportionate to the incoming tonnage of waste.

3 SUPPORTING EVIDENCE – WASTE IMPORT

- 3.1 Permitted wastes for the site are shown in Box 3.1 overleaf (excerpt from the site Environmental Permit EPR/FB3836AZ), imported by CORMAC and arising from highways construction and repair, plus demolition.
- 3.2 Based on the amounts of outgoing product types, the proportion of waste types accepted over the last four years is estimated at 17%-45% mixed concrete and bituminous wastes with the remainder being clean road planings. For the purposes of this document, the tonnage of concrete or concrete/mixed bituminous wastes is assumed to be 30% of the incoming waste.
- 3.3 Table 3.1 provides weighbridge import tonnage records for the site over the 5-year period 2016-2020. The highest tonnage was imported in 2017 and the lowest in 2020 as result of lockdown.
- 3.4 There is a statutory requirement to report to the Environment Agency the tonnage of waste accepted at the site, recorded on the Waste Transfer Note (WTN) for the individual job. The number of WTNs issued from the weighbridge is therefore indicated in Table 3.1.
- 3.5 No residual waste is generated at the site. Only materials that can be recycled are accepted so the annual production of secondary aggregates is equivalent to the monthly import tonnage figures, but with a lag period representing the stockpiling of materials awaiting processing.

- 3.6 A range of primary aggregates produced at the CORMAC-operated Castle an Dinas Quarry is also sold from Seleggan Recycling Depot alongside recycled (secondary) aggregates. Both HGV and LGV vehicles therefore access the site solely for the purpose of collecting aggregate product. In the case of HGVs, vehicles delivering waste to the site could potentially leave with a back load of aggregate.
- 3.7 Table 3.2 shows the total tonnage of primary and secondary aggregates (arising from on-site processing of imported waste) exported from the site for the period 2015-2019, plus the total import/export for the period 2016-2020.
- 3.8 The import of waste for 2020 was greater than indicated (and thus the export over production was lower) because of the difficulties in maintaining paper records safely during the initial six-month period of the Covid-19 pandemic. A reduction in manual transfer of documentation was a widespread precautionary measure to reduce the spread of the virus.

Schedule 2 – List of permitted wastes	
Table S2.1 Permitted waste types and quantities	
Maximum quantity 20,000 tonnes per annum	
Exclusions	
Wastes having any of the following characteristics shall not be accepted:	
<ul style="list-style-type: none"> • Consisting solely or mainly of dusts, powders or loose fibres 	
Waste code	Description
17	CONSTRUCTION AND DEMOLITION WASTES (INCLUDING EXCAVATED SOIL FROM CONTAMINATED SITES)
17 01	concrete, bricks, tiles and ceramics
17 01 01	concrete
17 01 02	bricks
17 01 03	tiles and ceramics
17 01 07	mixtures of concrete, bricks, tiles and ceramics other than those mentioned in 17 01 06
17 02	wood, glass and plastic
17 02 02	glass
17 03	bituminous mixtures, coal tar and tarred products
17 03 02	bituminous mixtures other than those mentioned in 17 03 01
17 05	soil (including excavated soil from contaminated sites), stones and dredging spoil
17 05 04	soil and stones other than those mentioned in 17 05 03
17 05 08	track ballast other than those mentioned in 17 05 07
20	MUNICIPAL WASTES (HOUSEHOLD WASTE AND SIMILAR COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL WASTES) INCLUDING SEPARATELY COLLECTED FRACTIONS
20 02	garden and park wastes (including cemetery waste)
20 02 02	soil and stones

Box 3.1: Permitted wastes for Seleggan Recycling Depot

Table 3.1: Tonnage of Permitted Wastes imported by CORMAC each month and to the Seleggan Recycling Depot for processing over the 5-year period 2016-2020, showing the annual total for each.

Month	Year				
	2016	2017	2018	2019	2020
January	1061	790	582	2108	1010
February	806	1528	1213	1665	933
March	898	3194	1156	1954	750
April	542	1107	823	1556	0
May	1169	367	1661	875	98
June	1452	932	788	695	379
July	631	560	1365	813	1327
August	590	409	687	868	628
September	529	1262	1548	1220	773
October	2507	3469	2485	2342	1538
November	1304	2286	900	1917	1600
December	321	1377	893	856	431
Total	11810	17281	14101	16869	9467

Table 3.2: Tonnage of Permitted Wastes (and associated WTNs) imported by CORMAC annually to the Seleggan Recycling Depot for the 5-year period 2016-2020, showing the tonnage of primary & secondary aggregate exported annually.

Year	Waste accepted	Total Aggregate Export	Total Import/Export	Export above Production
2016	11810	16184	27994	4374
2017	17281	18446	35727	1165
2018	14331	16821	31152	2490
2019	16870	20250	37120	3380
2020	9467	17289	26756	7822

4 SUPPORTING EVIDENCE – VEHICLE MOVEMENTS

4.1 Figures 4.1 and 4.2 show the vehicle movements associated with import of waste to the site during 2019, which was the busiest year in the period 2016-2020 (see Table 3.2), as both HGV (Figure 4.1) and total movements (Figure 4.2 - HGV plus LGV). On half of all operational days the number of HGVs entering the site with waste was in the range 0-2, and 80% of days experienced no more than 8 movements. Considering all vehicles, over half of all operational days received 0-5 vehicles carrying waste and 80% of days experienced up to 11 vehicle movements.

HGV Vehicles - Waste Import		
Vehicles per day	Count	%
0-2	122	49
3-5	48	68
6-8	28	79
9-11	25	89
12-14	15	95
15-17	11	100
18-20	0	100
21-23	1	100
	250	

Figure 4.1: Histogram showing the number and *cumulative* percentage (%) of HGV vehicles importing waste to the site per day in 2019, recorded over a total of 250 operational days.

Total Vehicles - Waste Import		
Vehicles per day	Count	%
0-2	86	34
3-5	54	56
6-8	41	72
9-11	28	84
12-14	22	92
15-17	13	98
18-20	5	100
21-23	1	100
	250	

Figure 4.2: Histogram showing the total number and *cumulative* percentage (%) of all vehicles (HGV plus LGV) importing waste to the site per day in 2019, recorded over a total of 250 operational days.

4.2 Table 4.1 shows that the maximum daily number of vehicles importing waste to the site ranged from 13-24, with an average of 16. Excluding December, when the site is closed for a prolonged period, the total number of vehicles per month in the six-month period October to March, was in the range 134-171 and with a higher percentage of HGVs than in the period April to September. Least vehicles were recorded in July when LGVs accounted for almost half of the movements. On average, three quarters of the import movements in 2019 were attributable to HGVs.

Table 4.1: Maximum number of vehicles entering the site daily, and the total number of vehicles entering to import waste each month in 2019. The HGV component is shown separately (in blue), as is the percentage of the total attributable to HGVs. Average figures are calculated across the monthly total values.

Month	Waste Import (HGV + LGV)				
	Daily Maximum	Daily Maximum HGV	Monthly Total	Monthly Total HGV	%HGV
Jan	18	17	171	138	81
Feb	18	17	155	121	78
Mar	19	16	158	127	80
April	13	13	109	83	76
May	14	12	92	56	61
June	16	14	97	81	84
July	16	14	86	50	58
August	13	13	100	66	66
September	13	13	121	78	64
October	24	23	184	157	85
November	15	15	134	114	85
December	17	12	78	58	74
Average	16	15	124	94	74

4.3 Figures 4.3 and 4.4 show the vehicles movement associated with aggregate sales during 2019, as both HGV only (Figure 4.3) and total movements (Figure 4.3 – combined HGV and LGV). On 60% of all operational days the number of HGVs movements associated with sales was in the range 0-8, and more than 90% of days experienced no more than 17 movements.

4.4 Considering all vehicles, the range of combined vehicle movements associated with sales was 0-11 for over half of all operational days. The number of movements exceeded 20 on less than 8% of operational days.

HGV Vehicles - Aggregate sales		
Vehicles per day	Count	%
0-2	38	15.2
3-5	56	37.6
6-8	57	60.4
9-11	37	75.2
12-14	30	87.2
15-17	15	93.2
18-20	10	97.2
21-23	3	98.4
24-26	1	98.8
27-29	2	99.6
30-32	1	100
	250	

Figure 4.3: Histogram showing the number and *cumulative* percentage (%) of HGV vehicles exporting aggregate from the site (sales) per day in 2019, recorded over a total of 250 operational days.

Total Vehicles - Aggregate sales		
Vehicles per day	Count	%
0-2	12	4.8
3-5	41	21.2
6-8	50	41.2
9-11	43	58.4
12-14	33	71.6
15-17	38	86.8
18-20	14	92.4
21-23	9	96
24-26	7	98.8
27-29	0	98.8
30-32	2	99.6
33-35	1	100
	250	

Figure 4.4: Histogram showing the number and *cumulative* percentage (%) of all vehicles (HGV and LGV) exporting aggregate from the site (sales) per day in 2019, recorded over a total of 250 operational days.

4.5 Table 4.2 shows that the maximum daily number of vehicles collecting aggregate from the site ranged from 18-34, with an average of 25. The total number of vehicle movements per month was in the range 156-298. On average, three quarters of the movements were attributable to HGVs: the lowest was 62% and the highest 88%.

Table 4.2: Maximum number of vehicles entering the site daily, and the total number of vehicle movement associated with aggregate sales each month in 2019. The HGV component is shown separately, as is the percentage of the total attributable to HGVs. Average figures are calculated across the monthly values.

Month	Aggregate sales (HGV + LGV)				%HGV
	Daily Maximum	Daily Maximum HGV	Monthly Total	Monthly Total HGV	
Jan	20	17	236	186	79
Feb	22	20	227	154	68
Mar	26	20	237	191	80
April	23	22	234	178	76
May	30	28	279	209	75
June	18	15	156	97	62
July	24	20	223	145	65
August	21	20	217	164	76
September	25	24	189	149	78
October	32	28	215	153	71
November	34	32	298	237	80
December	20	19	205	180	88
Average	25	22	226	170	75

4.6 Sales of aggregate from the site generated a total 2573 movements in 2019. Of these, 150 were internal to CORMAC, which is approximately 6%. The 94% 'external' sales include CORMAC vehicles contracted by clients to deliver aggregate. These deliveries could constitute a backload following a waste import event, but it is not possible to discriminate between dedicated sales movements and backloads.

4.7 Table 4.3 summarises all vehicle movements at the site for 2019 for the combined waste import and sales figures.

Table 4.3: Maximum and minimum number of vehicles entering the site daily, and the total number of vehicle movements each month in 2019, showing HGV and LGV components separately. Average figures are calculated across the monthly values.

Month	Daily Maximum	Daily Minimum	Monthly Total	Monthly Total HGV	Monthly Total LGV
Jan	29	4	415	324	91
Feb	35	6	382	275	107
Mar	31	5	395	318	77
April	37	4	347	261	86
May	33	8	371	265	106
June	25	5	237	150	87
July	35	4	309	195	114
August	30	4	317	230	87
September	29	2	310	227	83
October	39	3	399	310	89
November	45	5	432	351	81
December	30	9	283	238	45
Average	33	5	350	262	88

5 POTENTIAL INCREASE IN CAPACITY

- 5.1 Based on the figures presented in Table 3.2, with the current crushing periodicity of 1 week in 4 the site can potentially process up to 20000t per year.
- 5.2 The proportion of planings in the incoming waste stream is unlikely to change – in a busy year the potential maximum that could be accepted would be 20,000t. Road planings can be processed at a rate of 400t per day: to process a maximum of 20,000t that could be expected (and permitted) to be received at the site in a busy year would require 50 dedicated processing days.
- 5.3 Significant additional processing capacity would thus be gained by an increase in mixed concrete and bituminous wastes, which currently amounts to between 3000t and 5300t of incoming material per year, or 30%.
- 5.4 Mixed waste creates the product 803/6f3, which is often out of stock because demand exceeds production. One production run typically generates between 500 – 800t of product and it is rare that mixed waste is processed before the product stockpile is exhausted. Mixed wastes are slower to process at 300t per day.

- 5.5 Ignoring traffic considerations, CORMAC wish to operate the site in a manner comparable to competing businesses by processing waste from Monday to Friday between the current permitted hours of 0830hrs to 1630hrs. Demand for product is proven, and sources of clean waste are readily available.
- 5.6 Increased import of recyclable waste is unlikely to be generated internally; additional waste would arise not only from non-public / private highway projects but also third-party hauliers and small commercial businesses.
- 5.7 Using current figures as illustrative, if the import of mixed waste increased to 10,000t per annum (i.e. roughly double the current intake) there would be anticipated increase in traffic movements of ca. 30% (given that mixed waste is ca. 30% of the current incoming waste stream). Although most of the movements are expected to be LGV, some HGV usage could be expected for larger jobs. It is not possible to predict more accurately the proportion of LGV/HGV usage should site capacity increase.
- 5.8 To maintain control over the types of waste and numbers of HGVs/ LGVs from third party hauliers, users will only access the site by a telephone 'pre-booking' arrangement; ad hoc access would not be permitted. Pre-booking approved users will ensure the quality and types of waste brought to the site are suitable and maintain control over incoming tonnage to avoid excessive stockpiles of materials on site at any one time.
- 5.9 A Traffic Management Plan for the site is provided in Appendix 3.

6 SUPPORTING EVIDENCE - NOISE

- 6.1 Condition 15 of the Permission states:

The rating noise level from the operational area of the site shall be limited to a level that does not exceed the existing background noise level plus 3 dB at any off site noise-sensitive receptor. The rating noise level and background noise level at the receptor shall be determined in accordance with BS4142: 1997. The rating noise level shall include all noise sources associated with the site. Where the rating noise level is measured to exceed the existing background noise level plus 3 dB, a noise mitigation scheme shall be submitted to and agreed in writing with the LPA and shall be implemented in accordance with the approved details, to reduce the rating noise level to the approved level.

- 6.2 The relevant standard for assessment and rating of noise is now BS4142 2014 +A1 2019.
- 6.3 The primary noise generating process at the site is crushing and screening. Since the Permission was granted in 2012 there have been changes to site mobile plant. As part of the business plan for increasing the recycling and reuse of aggregates in construction and asphalt production CORMAC recently invested over £340k replacing and upgrading waste processing equipment through purchase of the most up to date crusher and excavator models.

- 6.4 The new RM90 crusher incorporates an integrated screen and recirculating system that, along with many other design features increases, efficiency and versatility while simultaneously reducing sound, dust and CO₂ emissions.
- 6.5 The integrated mesh screen incorporates into a single machine the functionality of the preceding separate crusher and screener plants, resulting in a significant reduction in fuel usage and requiring a third less loader movements between sites. Combined with the high fuel efficiency of a new Hitachi excavator, emissions from the waste processing operation have been reduced significantly.
- 6.6 In the light of the change in the technical specification of the RM90 and the standard for rating and assessing noise a Noise Assessment was commissioned from Inacoustic in December 2020. The report is provided in Appendix 4 and demonstrates that the noise restriction in the current permission is redundant for the new site plant.
- 6.7 The recommendations from the assessment are that Condition 4 is removed and that current Planning Conditions 10 and 15 be replaced with the following (numbered historically, for ease of reference):
- 10: There shall be no operation of the crushing/screening plant except between the hours of 0830 and 1630 hours weekdays only with no materials processing on Saturdays.*
- 15: The rating noise level from the operational area of the site shall be limited to a level that does not exceed the existing background noise level plus 3 dB at any off-site residential receptor. The rating noise level and background noise level at the receptor shall be determined in accordance with BS4142:2014+A1:2019. Where the rating noise level is measured to exceed the existing background noise level plus 3 dB, a noise mitigation scheme shall be submitted to and agreed in writing with the LPA and shall be implemented in accordance with the approved details, to reduce the rating noise level to the approved level.*
- 6.8 The 2020 assessment was conducted at two processing locations, the upper and lower yards, neither of which generated unacceptable noise. In the new application, CORMAC intend to seek permission to process material anywhere within the site considered appropriate by the site manager. Processing in the lower yard requires a high frequency of reversing movements by site plant, with associated increased Health & Safety risks. Processing in the upper sections of the site is more efficient such that a dumper vehicle is no longer required on site. Consequently, there is strong evidence to remove restrictions to the location of waste processing in any new permission.

7 ECOLOGY

- 7.1 The site amounts to 0.8ha of mostly developed land with only a small proportion of vegetated habitat concentrated on the slope separating the upper and lower levels, as well as the western boundary. Waste operations have been undertaken for several decades continuously during which time the site surface has been regraded and the layout altered.

- 7.2 If successful, the new permission will not entail ground works, changes to site infrastructure, site operations, hours of operation or additional lighting.
- 7.3 There were no ecological constraints identified in the Ecological Assessment submitted for the successful 2012 application, and no significant changes to the site layout approved at that time.
- 7.4 Consultation with the County Ecologist in July 2021 confirmed that a 10% biodiversity net gain is unlikely to be a requirement of any new permission. Ecological mitigation should instead focus on enhancements relevant to the ecology and context of the site.

8 SUMMARY

- 8.1 This Pre-app document provides evidence to support a new planning permission for Seleggan Recycling Depot. It demonstrates a clear understanding of the way the site operates, based on detailed vehicle movement and waste import data for the period 2016-2020.
- 8.2 There is a strong business justification for revising the current restrictions to waste import, which will enable CORMAC to compete on equal terms with similar waste facilities in the county and increase the profitability of the site substantially.
- 8.3 There is a clear demand for the products created from recycling clean inert wastes without generating unacceptable traffic through the village of Carnkie. Once granted, an appropriate variation to the Environmental Permit would be sought to increase the annual tonnage of waste accepted and processed at the site.
- 8.4 Mechanisms are presented for the control of waste import volumes and quality, as well as the traffic generated.
- 8.5 CORMAC are committed to increasing the sustainability of their site operations, as demonstrated by investment in state-of-the-art site plant, which significantly reduces the environmental impact of processing.
- 8.6 The new permission would have wider benefits in terms of improved sustainability, contributing to the Council's carbon neutral aspirations for Cornwall.

APPENDIX 1:

Current site layout

APPENDIX 2:

Planning permission PA12/00736

Delegated Report for PA12/00736

Cornwall Council

Natural Resources Circuit House Pydar Street Truro
Cornwall TR1 1EB

Email: planning.county@cornwall.gov.uk
Tel: 0300 1234151
Web: www.cornwall.gov.uk



Application number: PA12/00736

Agent: Mr Glyn Leppitt
Leppitt Associates
Yetta Farm
Mount
Bodmin
PL30 4EZ

Applicant: Mr Mark Cook
Cormac Solutions Limited
New County Hall
Treyew Road
Truro
Cornwall
TR1 3AY

Town And Country Planning Act 1990 (As Amended)
Town And Country Planning (Development Management Procedure) (England)
Order 2010

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 26 January 2012 and accompanying plan(s):

Description of Development: This application is part retrospective to continue use of land as a Highways Depot with:

1. importation/processing of solid inert waste materials;
2. periodic use of crushers/screeners to produce secondary aggregates;
3. attendant stockpiling, before export of materials from the site;
4. weighbridge, storage bays with associated reinforced concrete walls, concrete bays;
5. creation of soil bunds on the eastern, southern and western boundary for noise and visual amelioration;
6. demolition of storage shed.

YOUR ATTENTION IS DRAWN TO THE ATTACHED NOTES.

Phil Mason
Head of Planning and Regeneration

DATED: 09 March 2012

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA12/00736

Location of Development: Torrey Canyon Recycling Depot
Seleggan Hill
Redruth
Cornwall
TR16 6RS

Parish: Redruth



Phil Mason
Head of Planning and Regeneration

DATED: 09 March 2012

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA12/00736

CONDITIONS:

- 1 The development hereby approved in respect of the new works including perimeter bunding and layout of bays etc. shall be begun not later than the expiration of three years beginning with the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby approved shall be carried out in accordance with the following plans/documents:-

Drawing No. LocPlan TC01 Location Plan
Drawing No. CORSTCRD01 Proposed Planning Boundary
Drawing No. CORSTCRD02 Proposed Planning Boundary
Drawing No. 11-3279-001 Rev B Topographic Survey
Drawing No. 11-3279-02 Rev A Existing Sections
Drawing No. 11-3279-03 Rev A Proposed Levels
Drawing No. 11-3279-04 Rev A Location Plan
Drawing No. COR/SRD/MIT Ecological Mitigation/Planting Scheme

Reason: To control the duration and extent of the development in accordance with the advice in Circular 11/95.

- 3 This permission authorises the following developments and the layout shall be as indicated on the approved plans:

- (i) importation/processing of solid inert waste materials;
- (ii) periodic use of crushers/screeners to produce secondary aggregates;
- (iii) attendant stockpiling, before export of materials from the site;
- (iv) weighbridge, storage bays with associated reinforced concrete walls, concrete bays;
- (v) creation of soil bunds on the eastern, southern and western boundary for noise and visual amelioration;
- (vi) demolition of storage shed.

Reason: To control the duration and extent of the development in accordance with the advice in Circular 11/95.



Phil Mason
Head of Planning and Regeneration

DATED: 09 March 2012

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA12/00736

- 4 There shall be no waste imports to the site except for those materials directly arising from the maintenance of the Councils highways network and materials arising from contracts for CSL to work on private highways related developments. All waste materials delivered to the site shall be in vehicles either owned by the applicants or vehicles contracted to them in the servicing of the abovementioned highways related contracts and developments. Within 3 months from the date of this permission the operators shall have erected signage at the site entrance to reflect this in accordance with details to be agreed in writing with the Local Planning Authority (LPA).

Reason: To control the duration and extent of the development in accordance with the advice in Circular 11/95.

- 5 The operators shall adopt measures as necessary to ensure that spillage onto the public highway of material from vehicles leaving the site does not occur. Such measures may include under filling of lorries and trailers, netting or sheeting.

Reason: In the interests of highway safety.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policy 28.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 6 The operators shall take all reasonable measures to prevent mud, stones or other deleterious material being carried out onto the public highway both during construction and the operation of the site.

Reason: In the interests of highway safety.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policy 28.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 7 The sole access to the site for vehicles associated with the development shall be that indicated on Drawing No. LocPlan TC01 Location Plan

Reason: In the interests of highway safety.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policy 28.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.



Phil Mason
Head of Planning and Regeneration

DATED: 09 March 2012

SCHEDULE ATTACHED TO APPLICATION & DECISION NO: PA12/00736

- 8 No materials shall be permitted to enter the site except those specified in Table of Document titled Cormac Solutions Ltd Seleggan (Torrey Canyon) Recycling Depot Supporting Documents dated January 2012.

Reason: To control the duration and extent of the development in accordance with the advice in Circular 11/95.

- 9 No operations authorised or required by the permission shall be carried out except between the following times:-

between 0730 and 1700 hours Mondays to Fridays
between 0730 and 1230 hours on Saturdays.

There shall be no working on Sundays, Bank or Public Holidays.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 10 There shall be no operation of the crushing/screening plant except between the hours of 0830 and 1630 hours weekdays only with no materials processing on Saturdays. The crusher/and or screener shall not be operated on this site for more than 5 days in any calendar month. A part day working shall be counted as one of the 5 days. The operators shall keep contemporaneous records of materials processing days and shall make these available to the LPA on request to demonstrate compliance with this condition.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.



Phil Mason
Head of Planning and Regeneration

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- 11 All practicable means shall be employed by the operators for preventing and minimising the emission of litter, dust, fumes, smoke, smell or the creation of noise during the approved use of the site. Vehicles, plant and machinery operated on the site shall be fitted with silencers and these shall be maintained for the duration of this permission.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E11 and C1.

- 12 There shall be no burning of any materials on site.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E11 and C1.

- 13 Apart from security lighting there shall be no lighting of the approved site except between the approved working hours. Any security lighting shall be confined to the Passive Infrared Motion sensor type. Any lights shall be positioned/screened to prevent direct glare to any residential property, over the open countryside or to users of the public highway network.

Reason: In the interests of visual amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E8 and C1.

- 14 The operators shall adopt all practicable measures to prevent the emission of dust arising from operations at the site and shall implement the control of dust scheme specified in Table of Document titled Cormac Solutions Ltd Seleggan (Torrey Canyon) Recycling Depot Supporting Documents dated January 2012.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E11 and C1.



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- 15 The rating noise level from the operational area of the site shall be limited to a level that does not exceed the existing background noise level plus 3 dB at any off site noise-sensitive receptor. The rating noise level and background noise level at the receptor shall be determined in accordance with BS4142: 1997. The rating noise level shall include all noise sources associated with the site. Where the rating noise level is measured to exceed the existing background noise level plus 3 dB, a noise mitigation scheme shall be submitted to and agreed in writing with the LPA and shall be implemented in accordance with the approved details, to reduce the rating noise level to the approved level.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 16 There shall be no use of single or multi pitch reversing beepers on mobile plant or vehicles used in the operation of the site that are in the control of the operators. The provisions of this condition shall not preclude the use of alternative inaudible health and safety warning devices.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 17 Any oil, lubricant or other potential pollutants shall be stored in suitable containers to prevent pollution to any watercourse or underlying groundwater.

Reason: To minimise the potential for pollution and disturbance to amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E9, E11 and C1.



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- 18 During the operation of the site, noxious weeds, in particular Ragwort and Japanese Knotweed, shall not be allowed to colonise the site including the perimeter bunds. Recognised control measures shall be implemented as soon as is practicable following initial infestation and shall be operated until clearance is achieved.

Reason: To achieve a satisfactory restoration.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policy 2.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.

- 19 At no time shall the height of materials stockpiled at the site, including raw and processed materials exceed the levels identified on Drawing No. 11-3279-03 Rev A.

Reason: In the interests of the visual amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E8 and C1.

- 20 All trees, hedges and associated vegetation not scheduled for removal during the development of the site shall be protected from damage for the duration of the construction works on site in accordance with BS5837: 2005 (Trees in relation to construction).

Reason: In the interests of the visual amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E8 and C1.

- 21 Within 9 months from the date of this permission the site shall have been laid out in accordance with the provisions of Drawing Nos. 11-3279-03 (in respect of perimeter bunding) and Drawing No. CORSTCRD02 (site layout) and all site offices and ancillary buildings shall have been painted green in accordance with details to be agreed in writing by the LPA.

Reason: In the interests of the visual amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E8 and C1.



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- 22 In the first tree planting season following the formation of the approved perimeter bunds the operators shall have completed the tree planting scheme indicated on Drawing No. COR/SRD/MIT Ecological Mitigation/Planting Scheme. Any trees planted subsequently diseased or damaged shall be replaced by a specimen of equivalent size and species to that lost.

Reason: In the interests of the visual amenity.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policies 3 and 6.
Cornwall Waste Local Plan (CWLP) 2002 Policies E8 and C1.

- 23 At the cessation of the development hereby approved, the site shall be cleared of all buildings and structures, hardstandings and any wastes. After the removal of the above, the surface of the site shall be regraded, ripped and covered with topsoil to a depth of 300mm and shall be planted in accordance with details to be agreed in writing by the LPA.

Reason: To achieve a satisfactory restoration.

Relevant Policies: Cornwall Structure Plan (CSP) 2004 Policy 2.
Cornwall Waste Local Plan (CWLP) 2002 Policy C1.



Phil Mason

Head of Planning and Regeneration

DATED: 09 March 2012

REASON(S) FOR APPROVAL:

In summary, the proposals have been carefully considered for potentially damaging effects on the environment and local amenity and compliance with development plan policy.

It is considered that the overall development will not cause significant impacts on the landscape and/or visual amenity subject to the imposition of appropriate conditions in respect of screen bunding, planting, building colour and control of site lighting. Accordingly, there are no conflicts with Cornwall Structure Plan (CSP) 2004 Policies 1 (sustainable development), 2 (character areas, design and environmental protection) and 6 (waste management) and Cornwall Waste Local Plan (CWLP) 2002 Policies E8 (impact on undesignated countryside) and C1 (general criteria).

In regard to impacts on local amenity, suitable planning conditions can control noise and dust and there can be restrictions on times and frequency of materials processing. With such impacts suitably controlled there are no conflicts with CSP Policies 2, 3 (use of resources) and 6 and CWLP Policies E11 (air quality) and C1.

The development will have no significant impacts on areas of historical or ecological interests and there are no conflicts with CSP Policies 1, 2 or 6 or CWLP Policy C1.

The development would not have any implications as regards flood risk or pollution control and no conflicts with CSP Policy 3 or CWLP Policy E10 (flood risk).

The Torrey Canyon site at Seleggan is a well established and well used waste management facility. No objections are raised by the Councils Highway Section and here are no conflicts with CSP Policy 28 (accessibility) or CWLP Policy C1.



**Phil Mason
Head of Planning and Regeneration**

DATED: 09 March 2012

RELEVANT PLANNING POLICIES:

The Development Plan material to the proposed development at the site comprises Regional Planning Guidance (RPG10) (2001), the Cornwall Structure Plan (2004) and the Cornwall Waste Local Plan (2002).

Other relevant emerging plans include the Cornwall Local Development Framework Core Strategy 'Options and Preferred Options for Energy, Minerals and Waste' (January 2012), Regional Waste Strategy (2004) and relevant Planning Policy Statements and Guidance (PPS/PPG).

Regional Planning Guidance for the South West (RPG) 10, provides the regional spatial strategy and was published in 2001 which looks to 2016. Policy RE5 relates to sustainable waste management to establish a mix of waste recovery methods including recycling and to give priority to the provision of waste management facilities that would recover value from waste at or near Principal Urban Areas (PUAs). Other relevant policies are VIS1 (expressing the vision), VIS2 (principles for future development) and EC1 (economic development).

The Cornwall Structure Plan (CSP) 2004 policies address the protection of both the environment and amenity of local residents in the consideration of applications connected with waste handling. In general these policies seek to encourage the recycling and recovery of resources.

CSP Policies 1 (sustainable development), 2 (character areas, design and environmental protection), 3 (use of resources), 6 (waste management), 11 (urban and rural economy), 12 (sites and premises for employment), 16 (overall distribution of development), 26 (rural areas) 27 (transport strategy) and 28 (accessibility).

The Cornwall Waste Local Plan (CWLP) develops the land use strategy for waste management facilities within the County. The Plan seeks to provide for an adequate network of suitably located waste management facilities with good transport links whilst minimising environmental impacts. CWLP Policies E3 (biodiversity and earth science conservation), E8 (character of open and undesignated countryside), E9 (water quality), E10 (flood risk), E11 (air quality) and C1 (general criteria) are all relevant.



Phil Mason

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The Cornwall Local Development Framework Core Strategy 'Options and Preferred Options for Energy, Minerals and Waste' is a recently published document (Jan 2012) that recognises that there needs to be a network of waste facilities that increasing recycling and reuse. This is a consultation document with the consultation period running until March 2012 with the likely timescale for adoption not until the autumn of 2013. Consequently this document attracts only limited weight in this planning assessment.

Regard has also been had to the National Planning Policy Framework (NPPF), where there is a presumption in favour of sustainable development.

Relevant PPS/PPG - PPS1 (delivering sustainable development), Supplement to PPS1 (planning and climate change), PPS 4 (planning for sustainable economic growth), PPS 5 (planning for the historic environment), PPS 7 (sustainable development in rural areas), PPS 9 (biodiversity and geological conservation), PPS 10 (planning for sustainable waste management), PPG 13 (transport), PPG 14 (development on unstable land), PPS 23 (planning and pollution control), PPG 24 (planning and noise), PPG 25 (planning and flood risk).

PLANS REFERRED TO IN CONSIDERATION OF THIS APPLICATION:

Drawing No. LocPlan TC01 Location Plan
Drawing No. CORSTCRD01 Proposed Planning Boundary
Drawing No. CORSTCRD02 Proposed Planning Boundary
Drawing No. 11-3279-001 Rev B Topographic Survey
Drawing No. 11-3279-02 Rev A Existing Sections
Drawing No. 11-3279-03 Rev A Proposed Levels
Drawing No. 11-3279-04 Rev A Location Plan
Drawing No. COR/SRD/MIT Ecological Mitigation/Planting Scheme

ANY ADDITIONAL INFORMATION

- Definition

Section 79(9) of the Environmental Protection Act 1990

"Practicable" means reasonably practicable having regard amongst other things to local conditions and circumstances; the current state of technical knowledge and to the financial implications. The means to be employed shall include the design, installation, maintenance and manner and periods of operation of plant and machinery, and the design, construction and maintenance of buildings and structures.



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- If the applicant fails to submit any required scheme(s) within the specified period the applicant may be in breach of the relevant condition.
- If the applicant submits the scheme which in the opinion of the LPA cannot be reasonably approved, or if the LPA fail to determine the application for approval of the scheme within 8 weeks of receiving it (Article 30 of the DMPO 2010) or such longer as may be agreed in writing with the LPA, then the applicant may lodge an appeal within the prescribed time limit against that refusal or non determination.
- In the absence of the lodging of such appeal in those circumstances the applicants will be in breach of the relevant conditions.



Phil Mason
Head of Planning and Regeneration

DATED: 09 March 2012

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 using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.

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.

Description of site and development:

Background

CORMAC Solutions Ltd. (CSL) is a Cornwall Council (CC) business formed recently but derived originally in 1992 from the former Cornwall County Council (CCC) owned Direct Labour Organisation/CORMAC to provide a road maintenance service and associated activities for the county. CSL are responsible for maintenance of the majority of Cornwall's highways with the exception of the A30 and A38 trunk roads, amounting to a road network of approximately 7400 kilometres, which is sequentially and continuously maintained through resurfacing, patching, gully and grip cyclic maintenance. In addition CSL is also responsible through competitive tender for the creation of new road infrastructure associated with e.g. industrial estates, housing projects and highways.

CSL produces approximately 120,000 - 130,000 tonnes of waste per annum from the above operations. In the past much of the waste would have been disposed of to landfill but with changes to the UK waste strategy there is an economic impetus to recycle and reuse as much as possible. The current application is one of five that CSL have submitted in respect of their network of sites around the County to seek to regularise their operations.

Site location

The Recycling Depot lies approximately 1.2Km south of Redruth and 0.7km east of the village of Carnkie. The site accessed from the B3297 Redruth to Helston road, bearing south west to Carnkie village via Seleggan Hill at the triangular junction of Bucket's Hill and Buller Hill. The Depot is located on the eastern most edge of the Camborne and Redruth Mining District, World Heritage Site and lies immediately adjacent to the 'Great Flat Lode' public amenity trail and associated car park, with which it shares a common access from the public highway.

Planning History

The Seleggan site has been used as a Highways Depot since at least the early 1970s It is known locally as 'Torrey Canyon' because it is rumoured that oil deposits from the stricken Torrey Canyon oil tanker and washed up on Cornish beaches were stored at the site, and since then the name has stuck. The site has been used from the mid 1990s to early 2000s for the storage of road chippings used for surface dressing, patching and resurfacing. From 2005 the site has

operated as a recycling facility by CORMAC under a Paragraph 13 waste exemption. Since that time the infrastructure and layout have evolved to meet the changing needs of what is now CSLs busiest site.

Details of the current application

This application is part retrospective to continue use of land as a Highways Depot with:-

- importation/ processing of solid inert waste materials;
- periodic use of crushers/screeners to produce secondary aggregates;
- attendant stockpiling, before export of materials from the site;
- weighbridge, storage bays with associated reinforced concrete walls, concrete bays;
- creation of soil bunds on the eastern, southern and western boundary for noise and visual amelioration;
- demolition of storage shed.

The site general accepts a range of materials arising from CSL's highways related contracts including topsoils and subsoils, rock, road planings, concrete and hardcore. They also import green wastes arising from their business for later transfer from the site.

To accommodate the appropriate disposal of non-conformance waste such as plastics and wood incidental within material deposited at the site there will be a covered skip, which will be replaced when full and disposed of at a suitably permitted facility, transported by a suitably licensed carrier.

In the last couple of years CSL have made the site available to 'third party' hauliers to bring demolition waste to the site but in the current application the applicants make it clear that only CSL vehicles, or vehicles contracted to CSL, would allowed to enter the site transporting inert waste. These would be directed to the inert reception and storage area on the upper level and when sufficient unprocessed waste has been stockpiled the crushing and screening plant, which is stored on site would be used. The processing plant has the capacity to process 120 tonnes/hour has been used historically for anywhere between zero and a maximum of 16 'day occasions' in a month, with the average being for ca. 8.5 days in a month. However in further discussions with the applicants they

have agreed that the plants usage could be capped at a maximum of 5 days per calendar month so its use would be considered intermittent.

Unprocessed and processed stockpiles would be restricted in height to 178.0 metre Above Ordnance Datum (AOD) level on the upper level of the inert processing area, and 171.0 m AOD for the lower level.

CSL propose to construct a vegetated earth bund on the east, west and south to supplement the existing boundary and provide visual screening for the site, especially from the south and east. Construction on the west and south requires that the storage building on the lower level be demolished and that the bays on the south and east boundaries are moved inward, sufficient to provide space for the bund. Soil used to construct the bund would be derived from material already at the site because the bunds are currently steeper than those proposed with material being moved inwards to create a shallower slope and a wider, taller bund. This would involve the movement of approx 1800m³ of material within the site.

On completion the bunds and earth slopes enclosing the upper level to the north would be planted the aim of which is to complement the surrounding historic mining landscape and provide an appropriate context for the site. When the vegetation on the boundary bund has developed sufficiently it is proposed to increase the maximum height of stockpiling each by a further 1m in each of the abovementioned areas.

The current storage building located in the south of the lower level is thought to have been erected during the early 1970s and the dimensions of the building are approximately 25m by 14m. It is constructed of a concrete frame with concrete block-work base walls and corrugated bonded asbestos clad sides and roof. It is proposed to demolish this structure, which is showing signs of significant wear and tear to provide the space required on the lower level for product and to allow for construction of the west boundary bund. It is envisaged that the concrete frame of the building would be used elsewhere, since this is in usable condition. All bonded asbestos would be removed by a contractor with an appropriate licence and disposed of at a suitably permitted facility/installation.

After crushing and screening there would be a range of saleable products arising including soils and secondary aggregates e.g. for sub base and pipe fill. Such products are sold from the site to local builders, farmers and hauliers and this would continue. The products would also be used by CSL themselves where appropriate in their contracts.

The application is supported by detailed visual /landscape. noise, ecological, flood risk/ drainage and transport studies and these will be referred to below in the planning assessment.

Consultee representations:**Redruth Town Council**

Unanimously recommended for approval . Please note that no notices were placed in the car park used by people accessing the Great Flat Lode, a professional requirement.

Planning Officer comments - that a Notice was erected on either side of the site entrance and vehicles using the car park for the Great Flat Lode would have passed these Notices

Redruth South Electoral Division Councillor Hicks - Notified

W2 - Planning And Regeneration - Notified

West Historic Environment Service - Notified

Council's Acoustics Advisor-

The assessment identifies that when the plant is operating continuously for a whole hour, it will exceed the limiting noise criterion by 3dB and subsequently be non-compliant with the stated noise requirement (rating noise level < background noise level). However if the processing plant is operated on a periodic basis ie not exceeding 5 days per calendar month, then the 3 dB increase is considered acceptable.

West 2 - Public Health And Protection

Endorse the comments of the Councils Acoustics Advisor

South West Water Services

No objections

Fire And Rescue Service West - Notified

Principal Public Space Officer (Landscape) - Notified

Vegetation Advisor - Notified

Environment Agency -No objections

Principal Definition Officer - No Public Rights of Way affected

Natural England

This application is in close proximity to West Cornwall Bryophytes Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England raises no objection to the proposal being carried out according to the terms and conditions of the application and submitted plans on account of the impact on designated sites.

English Heritage - No comments

Ramblers Association - No concerns and remain neutral

Mineral Valuer - No comments

Highways Development Group -

I have considered the site's previous use and looked at the injury collision record at the access point and Carnkie Village centre. The access and village centre have no injury collision record within the 3 year period 2008-2010 that has been considered.

I understand that there will be a condition restricting only Cormac or vehicles contracted to Cormac taking inert waste to the site, this will likely result in a reduction of vehicles to the site from the previous unrestricted use where third party vehicles had been taking waste to the site.

It is also understood that the other restrictions proposed for the site, such as stock pile heights, site boundary and crushing days will result in limiting the amount of inert waste that can be stored and processed, this in turn will result in the site self limiting the amount of vehicles utilising the site.

I welcome the proposed restrictions outlined above and taking other considerations into account such as the recent use being the similar to the proposed use, there being no identified highway safety concerns I raise no highway objection.

Representations

To date a letter has been received from the operator of a local Recycling Operator who initially raised queries over the retrospective nature of the application with the main concern /objection being the use of the site in the past for reception of demolition waste from 'third party' hauliers.

Planning Officer comments- that following confirmation from the applicants that the site would be used to receive material only arising from their own contracts then the abovementioned concern /objection have been withdrawn.

Constraints and designations:

Area of Great Historic Value

Mineral Consultation Area -Metalliferous

World Heritage Site Name: Camborne and Redruth Mining District

Policies

The Development Plan material to the proposed development at the site comprises Regional Planning Guidance (RPG10) (2001), the Cornwall Structure Plan (2004) and the Cornwall Waste Local Plan (2002)

Other relevant emerging plans include the Cornwall Local Development Framework Core Strategy `Options and Preferred Options for Energy, Minerals and Waste (January 2012), Regional Waste Strategy (2004), Draft Regional

Spatial Strategy for the South West and relevant Planning Policy Statements and Guidance (PPS/PPG).

Regional Planning Guidance for the South West (RPG) 10, provides the regional spatial strategy and was published in 2001 which looks to 2016. Policy RE5 relates to sustainable waste management to establish a mix of waste recovery methods including recycling and to give priority to the provision of waste management facilities that would recover value from waste at or near Principal Urban Areas (PUAs).

Other relevant policies are VIS1 (expressing the vision), VIS2 (principles for future development) and EC1 (economic development).

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CSP Policies 1 (sustainable development), 2 (character areas, design and environmental protection), 3 (use of resources), 6 (waste management), 11 (urban and rural economy), 12 (sites and premises for employment), 16 (overall distribution of development), 26 (rural areas) 27 (transport strategy) and 28 (accessibility).

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Regard has also been had to the National Planning Policy Framework (NPPF), where there is a presumption in favour of sustainable development.

Relevant PPS/PPG PPS1 (delivering sustainable development), Supplement to PPS1 (planning and climate change), PPS 4 (planning for sustainable economic growth), PPS 5 (planning for the historic environment), PPS 7 (sustainable development in rural areas), PPS 9 (biodiversity and geological conservation), PPS 10 (planning for sustainable waste management), PPG 13 (transport), PPG 14 (development on unstable land), PPS 23 (planning and pollution control), PPG 24 (planning and noise), PPG 25 (planning and flood risk).

Appraisal/key issues and conclusion:

The 'Torrey Canyon' depot at Seleggan has developed over the years to become a well used facility by CSL and their predecessors.

An application of this type raises a number of planning issues and these include visual/landscape impact, impact on local amenity (with particular consideration of noise and dust), impact on historical/ecological interests, flood risk/pollution control and traffic considerations.

Visual/ Landscape issues

Seleggan lies within the Carnmenellis Landscape Character Area (LCA) occupying the upland plateau south of Redruth and Camborne and is characterised by:

gently undulating open and exposed elevated granite plateau, boggy in places, with radiating valleys at edge; significant remains of mining and quarrying industry including mine engine house and related structures and settlements; permanent pasture and rough grazing, with some horticulture on south facing slopes; Cornish hedges and some hedgerows enclosing small to medium scale fields of Anciently Enclosed Land, once highly managed; few hedgerow trees on plateau and narrow areas of woodland in valleys.

- Fragmented remnant lowland heathland in high parts of Landscape Character Area with associated species in Cornish hedges. The settlement pattern of mainly dispersed villages of medieval origin with long views from elevated areas and upland recently enclosed as small farms and miners smallholdings.

Whilst this is the overall landscape context, the site specifics relate to a well established site in this overall landscape that has developed over time in piecemeal fashion and this application affords the opportunity to rationalise and amend the current layout to both improve the efficiency of working and to facilitate more sustainable and effective visual screening.

At the moment there is limited visual screening to the site and there are no restrictions on stockpile heights. The crusher has operated on the top level and the site offices are a mix of colours with the old building on the lower level being effectively derelict. The mitigation proposed in the current application involves the reconfiguration of the boundary bunds to provide a shallow angle outer face with planting, the restrictions of stockpile heights, the relocation of the crusher to a new position on the lower level after the removal of the old derelict building and with the site offices and associated buildings being all painted green. There are no proposals to light the site outside of normal operating hours.

The location of the site on gently sloping ground means that it is not possible to screen views of the site from all public viewpoints but it is considered that the whilst there will be some visual impact from the continued operation of the site it would be much reduced from that at present and would not be significant.

Amenity Considerations

Noise

The main potential source of noise arising from the site is the mechanical processing of materials, involving the periodic crushing and screening of inert wastes. This activity has been taking place over the last two years and the Council is not aware of any complaints made in regard to noise. On average the number of days for material processing has been between 8 and 9 days per month. Currently there are no noise conditions limiting noise from the site or restrictions on working hours.

The current application was accompanied by a detailed Noise Report which considered the current noise arising from the site and how the operation of the site could be modified to improve general noise control. There are a number of residential properties in the vicinity of the site with the closest being approx 135 metres from the current crusher location and two others at 175 and 225 metres respectively.

The Report concluded that when the plant was in full and continuous operation for an hour (and allowing the 5 dB penalty for tonal elements) then this would elevate the noise levels by up to 3 dB above general background noise levels. However this was a worse case with the likelihood that the plant would not be

operated for the full 60 minutes in every hour and there could be further mitigation through the imposition of working hours for materials processing and to impose a restriction on the number of processing days per calendar month namely capped at 5 rather than unrestricted as in the past.

With these safeguards no objections are raised by the Council's Acoustics Advisor or the Area Team Environmental Health Officer.

Dust

The site will be accepting wastes with the potential to generate dusts and there are a number of dust suppression measures available :-

-The RM80 crusher/ screener used to separate recyclable inert fractions from soil and

stone wastes has an integral dust suppression system, which minimises the production of dusts during operations.

-If required, to further reduce dust a portable misting system could be used, located strategically to ensure that dust generation is minimised.

-A bowser may be employed as necessary to dampen discharged loads.

Because CSL can plan within limits when the operation takes place unsuitable weather conditions (i.e. very dry and/or windy) can be avoided and there should be no reason to anticipate excessive dust production.

During operations, dust monitoring would be carried out to ensure that unacceptable quantities are generated and to monitor particulate concentrations at the site perimeter. The monitoring would consist of visual monitoring of potentially problematic loads upon discharge in the reception area and twice daily visual monitoring at the site boundary. The results of visual dust monitoring would be recorded in the site diary.

The operation has been underway at this depot for many years and the Council is not aware of any issues relating to problematic levels of dust. Installation of a screening bund to improve visual screening at the site and most of the upper level will reduce substantially the likelihood of dust migration particularly when planted vegetation has established fully. The most vulnerable period for dust generation is during creation of the bunds, which requires significant movement of material within the site, and until the bunds are vegetated. During this period dust management and suppression will be a priority.

It is concluded that with suitable site management then dust arisings will not be significant.

Impact on Historic Interests

The site has been in operation for many years as a Highways Depot and any historic value associated with the site itself would have been disturbed in the past during its development. There are no plans to expand beyond the current site boundaries and there is little or any potential therefore for any direct impacts on the historic resource. There are no Listed Buildings or Scheduled Monuments affected. Although the derelict building would be demolished the old chimney adjacent to it would be retained. The site does however lie within the World Heritage Site (WHS) and adjacent to the Great Flat Lode Public Amenity Area and car park and this proximity had co-existed for a number of years. No objections have been raised by English Heritage in respect of the current application and it is considered that the operation of the site on a more controlled basis than in the past will not have any significant impact of the Outstanding Universal Value of the WHS.

Impact on Ecological Issues

A detailed ecological assessment of the site was undertaken in 2011 which consisted of an extended Phase 1 survey, desk study and a bat/barn owl survey of the storage building proposed for demolition.

The boundaries to two sites of statutory designation for nature conservation lie 350m and 400m from the site boundary. The site being configured on two levels is separated by a steep slope vegetated in part with scrub and ruderal vegetation. The current base to the site is of recycled inert materials and the site is dominated by the inert reception area on the upper level. The building on the lower level proposed for demolition and of negligible nature conservation interest as the survey showed that there was neither evidence of barn owls nor bat use. The site itself contains small areas of vegetation of low nature conservation interest, although there is a small area of potential reptile habitat in the south.

The continued use of the site for recycling operations would require the construction of earth boundary bunds for visual screening, which would be planted on the outer face with native shrubs typical of the area. The inner face would be allowed to vegetate naturally and this would be managed as reptile habitat. Small colonies of Japanese Knotweed would be controlled chemically and Buddleia would be removed selectively from scrub, which will be planted with native species. The proposed development will therefore enhance significantly the nature conservation value of the site.

Provided appropriate environmental and operational controls are adhered to inert recycling operations at Seleggan should not affect significantly the nature conservation interest of the surrounding area and should increase significantly the biodiversity of the site.

Flood Risk /Pollution Control

The submitted plans indicate that the site lies outside of any flood plain and it is considered that there is no flood risk to the site from surface water bodies. The base to the upper and lower levels are formed of recycled aggregates and run off from the site is not significant. The formation of the improved screen bunds will provide further features to encourage percolation and infiltration and mitigation of run off. No objections are raised by the Environment Agency in respect of the application.

Traffic Considerations

The Depot lies immediately adjacent to the Great Flat Lode public amenity trail and associated car park, with which it shares a common access from the public highway. However the existing roads signs and height restrictions to the public car park ensure that the two access points are clearly distinct and the site entrance is very obvious when exiting the public car park. There are no records of any incidents relating to site vehicles and the proximity of the two accesses. The site is serviced by a variety of vehicles from the small 5.2 tonne payload up to 27 tonne payload vehicles.

Records indicate that over a 21 month period from April 2010 to December 2011 the maximum number of vehicles entering and leaving the site in any one month was 207 and there was a maximum of 18 movements in a single day.

Despite in the past being a site open to all for deposit of suitable wastes the applicants confirm that now the site will only be used by CSL vehicles or vehicles contracted to CSL for transporting inert waste into the site. Other site users will be allowed entry for removing inert product.

It is considered that the continued operation of the site will have no significant adverse highways impacts.

Summary and Conclusions

In summary, the proposals have been carefully considered for potentially damaging effects on the environment and local amenity and compliance with development plan policy.

It is considered that the overall development will not cause significant impacts on the landscape and/or visual amenity subject to the imposition of appropriate conditions in respect of screen bunding, planting, building colour and control of site lighting.. Accordingly, there are no conflicts with Cornwall Structure Plan (CSP) 2004 Policies 1 (sustainable development), 2 (character areas, design and environmental protection) and 6 (waste management) and Cornwall Waste Local Plan (CWLP) 2002 Policies E8 (impact on undesignated countryside) and C1 (general criteria).

In regard to impacts on local amenity, suitable planning conditions can control noise and dust and there can be restrictions on times and frequency of materials processing. With such impacts suitably controlled there are no conflicts with CSP Policies 2, 3 (use of resources) and 6 and CWLP Policies E11 (air quality) and C1.

The development will have no significant impacts on areas of historical or ecological interests and there are no conflicts with CSP Policies 1, 2 or 6 or CWLP Policy C1.

Human Rights Implications

The provisions of the Human Rights Act and principles contained in the Convention of Human Rights have been taken into account in reaching the recommendation contained in this report. The articles/protocols of particular relevance are:-

Article 8 Right to respect for private and family life;

The First Protocol, Article 1 Protection of Property.

Having considered the impact of the development, as set out in the assessment above as well as the rights of the applicant and the general interest, the opinion is that any effect on human rights does not outweigh the granting of the permission in accordance with adopted and prescribed planning principles.

[Conditions – as per the Decision Notice]

APPENDIX 3:

Traffic Management Plan



Torrey Canyon (Seleggan) Recycling Depot

Traffic Management Plan

[Planning pre-application submission]

On behalf of CORMAC Solutions Ltd

Torrey Canyon (Seleggan) Recycling Depot

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1. Introduction
2. Businesses and Vehicles permitted to use the facility
3. Mitigation measures employed
4. Concluding statement

APPENDICES;

Appendix 1 – Figure 1: Proposed route for vehicles with laden weight of 7.5 tonnes and over

Appendix 2 - Notice displayed in site office
(Toolbox talk)

Sign displayed on exit

Torrey Canyon (Seleggan) Recycling Depot

1. Introduction

1.1 This Traffic Management Plan (TMP) has been prepared by CORMAC Solutions Ltd (CSL) as part of a pre-application submission to seek a new planning permission for the Seleggan Recycling Depot (currently operating under permission PA12/00736) to:

(i) change the current restrictions on the sources of the waste imports by expanding this to suitable wastes (fully recyclable materials) arising from projects beyond those arising from public / private highways related developments;

(ii) make the site available to 'third party' hauliers / contractors and small commercial businesses, hauliers being 'pre-authorised' to use the site:

(iii) expand the periods when materials processing may take place i.e. increasing the processing capacity proportionate to the incoming tonnage of waste (with the required variation to the current Environmental Permit in place).

1.2 The current permission only allows waste to enter the site in CSL vehicles or those contracted to CSL to fulfil operational needs. However, the site also operates open-gate sales of aggregates (primary and secondary) serving a wide range of customers, some of whom use the site regularly. Customers wishing to dispose of clean construction wastes cannot do so at Seleggan and are therefore required to make separate journeys for disposal and materials purchase. At competing sites it is possible to tip and collect on the same journey (backhauling), which is more fuel efficient and reduces vehicle movements within the county.

1.3 The current restriction not only puts CSL at a business disadvantage but creates an import/export imbalance because there are times when the site does not have enough processed materials to meet demand.

1.4 This TMP addresses how vehicle usage of the site would be managed under a proposed new permission: it defines the type of vehicles that generally use the facility currently (the movements of which would increase, see below) and how these vehicles will be controlled to minimise the impacts on the local community of Carnkie and the wider road network.

1.5 The history of vehicle movements at the site for the period 2016-2020 is summarised in Section 4 of the Pre-app Supporting Document, to which this document is an Appendix.

Torrey Canyon (Seleggan) Recycling Depot

2. Businesses and Vehicles permitted to use the facility

- 2.1 Businesses wishing to use the facility to bring in clean feedstock materials must contact the site office in the first instance, who will provide information outlining the site policy on accepted wastes, non-conformance materials and the load refusal policy. This will function as an informal contract with site users.
- 2.2 Prior to depositing a load, clients will contact the site office who will confirm that a load can be accepted. Refusal of ad hoc HGV deliveries to the site is not only part of the Traffic Management strategy but enables the volume of waste stored at the site to be managed.
- 2.3 The site is regulated by an Environmental Permit: loads arriving at the reception area are inspected visually to a high standard by a technically competent operative to ensure conformance to the waste acceptance criteria stated in the site Management System (Working Plan). Loads that do not conform will be rejected from the site before the waste is deposited.
- 2.4 Any non-conformance materials revealed during waste deposition will be removed, stored in a dedicated container, and transported from the site as detailed in the site Management System.
- 2.5 Under the proposed new permission, waste will be imported to the site by a range of commercial businesses, CSL and CSL contracted vehicles: these will range in size from 3.5 tonne (Gross) pick-up vehicles to 32 tonne (Gross) 8-wheeler HGVs.
- 2.6 The site will not be open to the public. No waste will be accepted from cars with small trailers or cars transporting bagged wastes.

Torrey Canyon (Seleggan) Recycling Depot

3. Mitigation measures employed

- 3.1 The facility is owned and operated by CSL and will be used by CSL owned/operated vehicles, those contracted to CSL and a range of small and large commercial businesses for the deposition of permitted inert waste and the supply and collection of recycled materials and primary aggregate.
- 3.2 All CSL (and CSL contracted) vehicles with a gross weight of 7.5 tonnes and above delivering to, and collecting from, the Seleggan Depot must not enter or exit the facility through the village of Carnkie.
- 3.3 A plan of the proposed access and exit route for these vehicles is provided in Appendix 1: it requires users to enter the depot from the main B3297, Buller Hill, Redruth to Helston road. On exiting the site vehicles must turn right to join the main B3297, Buller Hill, Redruth to Helston road.
- 3.4 Instructions on permitted routes will form part of CSL driver instruction and posters in the office will be displayed prominently to reflect this. A sign will also be displayed at the exit reminding drivers of this rule. Example signage is provided in Appendix 2.
- 3.6 For CSL drivers, the instruction will initially be administered by a Toolbox Talk (based on the site office signage presented in Appendix 2), which will be signed and included in training records held centrally.
- 3.7 All commercial site users (i.e. external to CSL or contracted to CSL) accessing the site with vehicles of 7.5 tonnes or larger will be encouraged to implement the CSL good neighbour policy by using the approach and exit routes detailed above.

4. Concluding statement

- 4.1 CSL propose that vehicle movements through the village of Carnkie and the resultant impact of traffic on the local environment will be minimal because of the control measures proposed in this document, including tonnage limitations to the access and exit routes shown on Figure 1 (Appendix 1), provision of adequate signage at the depot and appropriate driver instruction (Appendix 2).
- 4.2 CSL believe there is a demand among local businesses for the Seleggan depot to accept clean inert waste, because it offers reduced travelling time (and usage of highways to alternative sites) and therefore fuel costs, especially when aggregate sold from the site forms a back load.
- 4.3 This TMP underpins the more sustainable use of the site for increased recycling of low-risk waste.

Torrey Canyon (Seleggan) Recycling Depot

APPENDIX 1

Access routes to depot denoted by → Exit routes from depot denoted by →

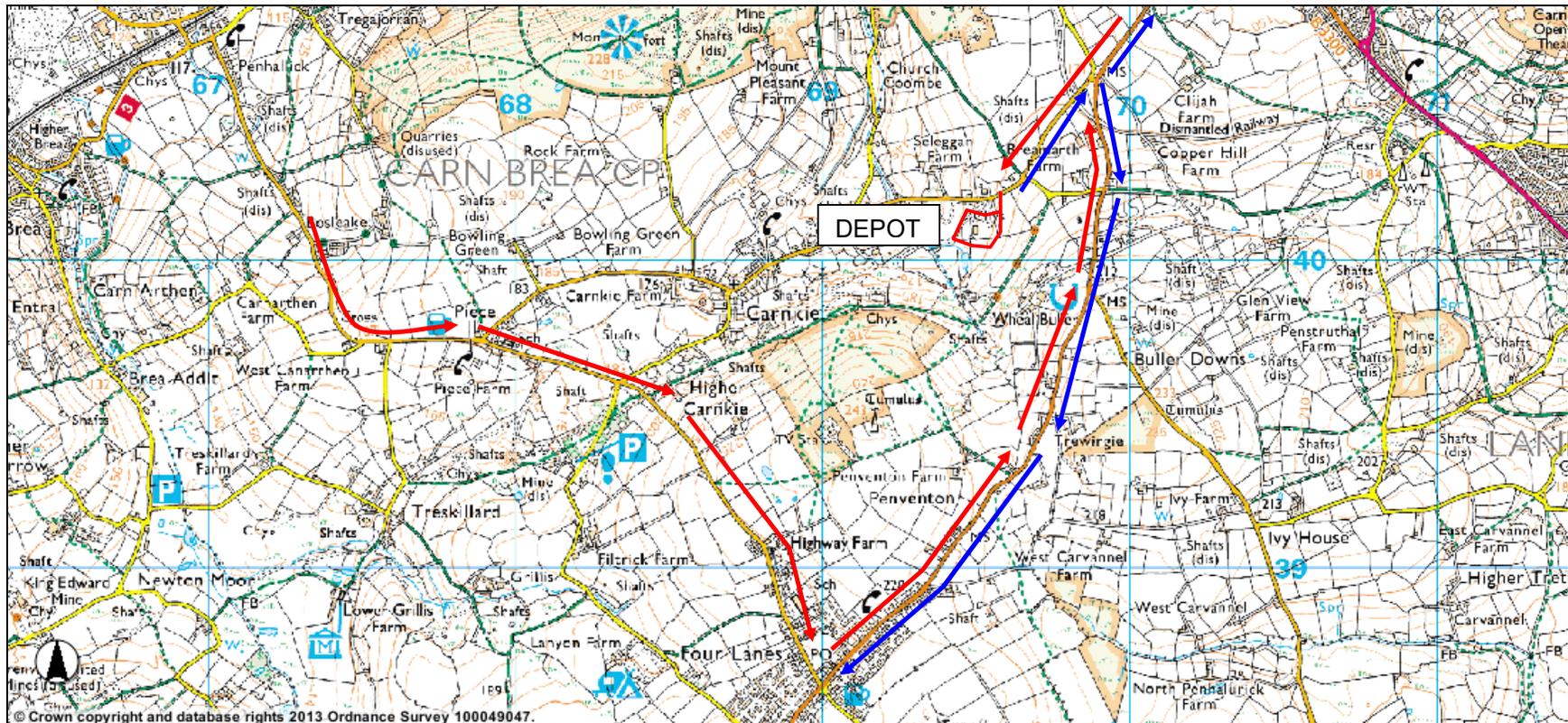


Figure 1: Access and exit routes to Seleggan recycling facility for Vehicles of Gross weight 7.5 tonnes and over (SCALE 1:17500)

APPENDIX 2

Notice to be displayed in site office and to form Toolbox Talk to CSL drivers

NOTICE TO ALL CORMAC DRIVERS & CONTRACTED DRIVERS

TORREY CANYON DEPOT TRAFFIC MANAGEMENT PLAN

**VEHICLES WITH A GROSS WEIGHT OF 7.5 TONNES AND OVER: -
MUST TURN RIGHT WHEN LEAVING THE DEPOT AND JOIN THE B3297
- MUST ACCESS THE DEPOT FROM THE DIRECTION OF THE B3297**

**VEHICLES WITH A GROSS WEIGHT OF 7.5 TONNES AND OVER MUST NOT
ACCESS THROUGH CARNKIE VILLAGE**

Notice to be displayed at site exit (sign will be on yellow background with black lettering – standard advance warning sign)

**ALL CORMAC VEHICLES
& CORMAC CONTRACTED
VEHICLES WITH A GROSS WEIGHT
OF 7.5 TONNES AND OVER TO TURN
RIGHT WHEN LEAVING THE DEPOT**



APPENDIX 4:

Noise Assessment



Torrey Canyon Recycling Depot

Noise Assessment

8th October 2020

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Version	1	2	3
Comments	Noise Assessment		
Date	8 th October 2020		
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Project Number	20-187		

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The findings and opinions expressed are relevant to the dates of the site works and should not be relied upon to represent conditions at substantially later dates. If additional information becomes available which may affect our comments, conclusions or recommendations, the author reserves the right to review the information, reassess any new potential concerns and modify our opinions accordingly.

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1. INTRODUCTION

1.1. Overview

inacoustic has been commissioned by Cormac Solutions Ltd to prepare a noise assessment covering the receptors surrounding the existing crushing and screening operations at the Torrey Canyon Recycling Facility, Seleggan Hill, Redruth.

The following technical noise assessment has been produced to accompany Section 73 Application to the Mineral Planning Authority, in order to vary Planning Conditions 8 and 10 applied to Planning Application PA12/00736, as set out below:

8 No materials shall be permitted to enter the site except those specified in Table of Document titled Cormac Solutions Ltd Seleggan (Torrey Canyon) Recycling Depot Supporting Documents dated January 2012.

10 There shall be no operation of the crushing/screening plant except between the hours of 0830 and 1630 hours weekdays only with no materials processing on Saturdays. The crusher/and or screener shall not be operated on this site for more than 5 days in any calendar month. A part day working shall be counted as one of the 5 days. The operators shall keep contemporaneous records of materials processing days and shall make these available to the LPA on request to demonstrate compliance with this condition.

Planning Condition 15 sets out noise emission limits for the site, as follows:

15 The rating noise level from the operational area of the site shall be limited to a level that does not exceed the existing background noise level plus 3 dB at any off site noise-sensitive receptor. The rating noise level and background noise level at the receptor shall be determined in accordance with BS4142: 1997. The rating noise level shall include all noise sources associated with the site. Where the rating noise level is measured to exceed the existing background noise level plus 3 dB, a noise mitigation scheme shall be submitted to and agreed in writing with the LPA and shall be implemented in accordance with the approved details, to reduce the rating noise level to the approved level.

While it is not proposed to vary the aims and limits set out within Condition 15, this Application seeks to update the condition to reference current standards and guidance.

This noise assessment is necessarily technical in nature; therefore a glossary of terms is included in Appendix A to assist the reader.

1.2. Scope and Objectives

The scope of the noise assessment can be summarised as follows:

- A sound monitoring survey undertaken in the vicinity of the closest noise-sensitive receptors to the Site;
- A detailed assessment of the noise impacts arising from activities within the Site, in accordance with relevant standards in respect of sound from the proposed sources; and
- Recommendation of mitigation measures, where necessary, to comply with the requirements of the National Planning Practice Guidance in England: Minerals and Noise¹ and BS5228:2009+A1:2014².

¹ Department for Communities and Local Government (DCLG), 2019. National Planning Practice Guidance for England: Minerals and Noise. DCLG.

² British Standards Institution. BS5228:2009+A1:2014 - Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Noise.

2. LEGISLATION AND POLICY FRAMEWORK

2.1. National Policy

2.1.1. National Planning Policy Framework, 2019

The *National Planning Policy Framework* (NPPF)³ sets out the Government's planning policies for England. Planning policy requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

The NPPF is also a material consideration in planning decisions. It sets out the Government's requirements for the planning system and how these are expected to be addressed.

Under Section 15; *Conserving and Enhancing the Natural Environment*, in Paragraph 170, the following is stated:

"Planning policies and decisions should contribute to and enhance the natural and local environment by:

- e) preventing both new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability".*

Paragraph 180 of the document goes on to state:

"Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life;*
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason."*

Paragraph 180 refers to the Noise Policy Statement for England, which is considered overleaf.

³ Ministry of Housing, Communities and Local Government (MHCLG), February 2019. National Planning Policy Framework. HMSO. London.

2.1.2. Noise Policy Statement for England, 2010

The underlying principles and aims of existing noise policy documents, legislation and guidance are clarified in *DEFRA: 2010: Noise Policy Statement for England* (NPSE)⁴. The NPSE sets out the “*Long Term Vision*” of Government noise policy as follows:

“Promote good health and good quality of life through the effective management of noise within the context of Government policy on sustainable development”.

The NPSE outlines three aims for the effective management and control of environmental, neighbour and neighbourhood noise:

- *“Avoid significant adverse impacts on health and quality of life;*
- *Mitigate and minimise adverse impacts on health and quality of life; and*
- *Where possible, contribute to the improvement of health and quality of life”.*

The guidance states that it is not possible to have a single objective noise-based measure that defines “*Significant Observed Adverse Effect Level (SOAEL)*” that is applicable to all sources of noise in all situations and that not having specific SOAEL values in the NPSE provides the necessary policy flexibility until further evidence and suitable guidance is available.

2.1.3. National Planning Practice Guidance in England: Noise, 2019

Further guidance in relation to the NPPF and the NPSE has been published in the *National Planning Practice Guidance in England: Noise* (NPPG Noise)⁵, which summarises the noise exposure hierarchy, based on the likely average response. The following three observed effect levels are identified below:

- **Significant Observed Adverse Effect Level:** This is the level of noise exposure above which significant adverse effects on health and quality of life occur;
- **Lowest Observed Adverse Effect Level:** This is the level of noise exposure above which adverse effects on health and quality of life can be detected; and
- **No Observed Adverse Effect Level:** This is the level of noise exposure below which no effect at all on health or quality of life can be detected.

⁴ Department for Environment, Food and Rural Affairs (DEFRA), 2010. Noise Policy Statement for England. DEFRA.

⁵ Department for Communities and Local Government (DCLG), 2019. National Planning Practice Guidance for England: Noise. DCLG.

Criteria related to each of these levels are reproduced in Table 1.

TABLE 1: SIGNIFICANCE CRITERIA FROM NPPG IN ENGLAND: NOISE

Perception	Examples of Outcomes	Increasing Effect Level	Action
No Observed Effect Level			
Not Noticeable	No Effect	No Observed Effect	No specific measures required
No Observed Adverse Effect Level			
Noticeable and Not Intrusive	Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area but not such that there is a change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level			
Noticeable and Intrusive	Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Present and Disruptive	The noise causes a material change in behaviour, attitude or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Present and Very Disruptive	Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory.	Unacceptable Adverse Effect	Prevent

2.1.4. National Planning Practice Guidance in England: Minerals, 2014

Technical guidance on noise was provided in more detail in the accompanying document *Technical Guidance to the National Planning Policy Framework*, dated March 2012, which was superseded in March 2014 by the *Planning Practice Guidance*.

Paragraphs 19 to 22 inclusive of the *Minerals*⁶ (NPPG Minerals) chapter of the *National Planning Practice Guidance* are under the heading *Noise Emissions* within the section “*Assessing Environmental Impacts from Mineral Extraction*”.

Paragraph 19 states:

“How should minerals operators seek to control noise emissions?”

Those making mineral development proposals, including those for related similar processes such as aggregates recycling and disposal of construction waste, should carry out a noise impact assessment, which should identify all sources of noise and, for each source, take account of the noise emission, its characteristics, the proposed operating locations, procedures, schedules and duration of work for the life of the operation, and its likely impact on the surrounding neighbourhood.

Proposals for the control or mitigation of noise emissions should:

- *consider the main characteristics of the production process and its environs, including the location of noise-sensitive properties and sensitive environmental sites;*
- *assess the existing acoustic environment around the site of the proposed operations, including background noise levels at nearby noise-sensitive properties;*
- *estimate the likely future noise from the development and its impact on the neighbourhood of the proposed operations;*
- *identify proposals to minimise, mitigate or remove noise emissions at source; and*
- *monitor the resulting noise to check compliance with any proposed or imposed conditions”*

Paragraph 20 states:

“How should mineral planning authorities determine the impact of noise?”

Mineral planning authorities should take account of the prevailing acoustic environment and in doing so consider whether or not noise from the proposed operations would:

- *give rise to a significant adverse effect;*
- *give rise to an adverse effect; and*
- *enable a good standard of amenity to be achieved.*

In line with the Explanatory Note of the Noise Policy Statement for England, this would include identifying whether the overall effect of the noise exposure would be above or below the significant observed adverse effect level and the lowest observed adverse effect level for the given situation. As noise is a complex technical issue, it may be appropriate to seek experienced specialist assistance when applying this policy.”

Paragraph 21 of the Planning Practice Guidance states:

⁶ Department for Communities and Local Government (DCLG), 2014. National Planning Practice Guidance for England: Minerals. DCLG.

“What are the appropriate noise standards for mineral operators for normal operations?”

Mineral planning authorities should aim to establish a noise limit, through a planning condition, at the noise-sensitive property that does not exceed the background noise level ($L_{A90,1h}$) by more than 10dB(A) during normal working hours (0700-1900). Where it will be difficult not to exceed the background level by more than 10dB(A) without imposing unreasonable burdens on the mineral operator, the limit set should be as near that level as practicable. In any event, the total noise from the operations should not exceed 55dB(A) $L_{Aeq,1h}$ (free field). For operations during the evening (1900-2200) the noise limits should not exceed the background noise level ($L_{A90,1h}$) by more than 10dB(A) and should not exceed 55dB(A) $L_{Aeq,1h}$ (free field). For any operations during the period 22.00 – 07.00 noise limits should be set to reduce to a minimum any adverse impacts, without imposing unreasonable burdens on the mineral operator. In any event the noise limit should not exceed 42dB(A) $L_{Aeq,1h}$ (free field) at a noise sensitive property.

Where the site noise has a significant tonal element, it may be appropriate to set specific limits to control this aspect. Peak or impulsive noise, which may include some reversing beepers, may also require separate limits that are independent of background noise (e.g. L_{max} in specific octave or third-octave frequency bands – and that should not be allowed to occur regularly at night.)

Care should be taken, however, to avoid any of these suggested values being implemented as fixed thresholds as specific circumstances may justify some small variation being allowed.”

Interpreting the guidance given in the NPPG Minerals, with consideration of the guidance given in the NPSE and NPPG Noise, an estimation of the impact of the rating sound is summarised in the following text:

- A rating sound level greater than $L_{Aeq,1h}$ 55 dB is likely to be an indication of a **Significant Observed Adverse Effect Level**;
- A rating sound level that is +10 dB above the background sound level, up to a maximum of $L_{Aeq,1h}$ 55 dB, is likely to be an indication of a **Lowest Observed Adverse Effect Level**; and
- The lower the rating sound level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating sound level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, and would therefore be classified as a **No Observed Adverse Effect Level**.

Finally, Paragraph 22 of the NPPG Minerals recognises that some operations may give rise to particularly noisy short-term activities, and states:

“What type of operations may give rise to particularly noisy short-term activities and what noise limits may be appropriate?”

Activities such as soil-stripping, the construction and removal of baffle mounds, soil storage mounds and spoil heaps, construction of new permanent landforms and aspects of site road construction and maintenance.

Increased temporary daytime noise limits of up to 70dB(A) $L_{Aeq,1h}$ (free field) for periods of up to eight weeks in a year at specified noise-sensitive properties should be considered to facilitate essential site preparation and restoration work and construction of baffle mounds where it is clear that this will bring longer-term environmental benefits to the site or its environs.

Where work is likely to take longer than eight weeks, a lower limit over a longer period should be considered. In some wholly exceptional cases, where there is no viable alternative, a higher limit for a very limited period may be appropriate in order to attain the environmental benefits. Within this framework, the 70 dB(A) $L_{Aeq,1h}$ (free field) limit referred to above should be regarded as the normal maximum.”

2.2. British Standards

2.2.1. BS4142:2014:+A1:2019

BS4142:2014 sets out a method to assess the likely effect of sound from factories, industrial premises or fixed installations and sources of an industrial nature in commercial premises, on people who might be inside or outside a dwelling or premises used for residential purposes in the vicinity.

The procedure contained in BS4142:2014 for assessing the effect of sound on residential receptors is to compare the measured or predicted sound level from the source in question, the $L_{Aeq,T}$ 'specific sound level', immediately outside the dwelling with the $L_{A90,T}$ background sound level.

Where the sound contains a tonality, impulsivity, intermittency and other sound characteristics, then a correction depending on the grade of the aforementioned characteristics of the sound is added to the specific sound level to obtain the $L_{A,r,Tr}$ 'rating sound level'. A correction to include the consideration of a level of uncertainty in sound measurements, data and calculations can also be applied when necessary.

BS4142:2014 states: *"The significance of sound of an industrial and/or commercial nature depends upon both the margin by which the rating level of the specific sound source exceeds the background sound level and the context in which the sound occurs"*. An estimation of the impact of the specific sound can be obtained by the difference of the rating sound level and the background sound level and considering the following:

- *"Typically, the greater this difference, the greater the magnitude of the impact."*
- *"A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context."*
- *"A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context."*
- *"The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context."*

During the daytime, the assessment is carried out over a reference time period of 1-hour. The periods associated with day or night, for the purposes of the Standard, are considered to be 07.00 to 23.00 and 23.00 to 07.00, respectively.

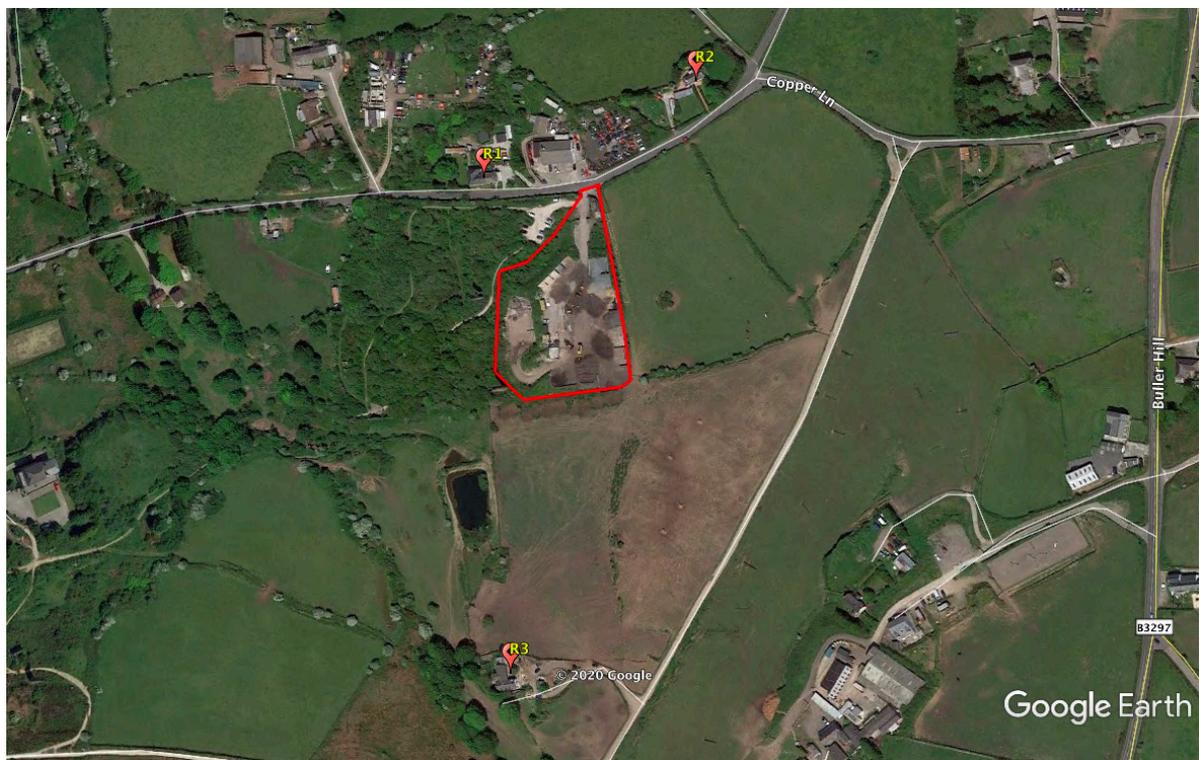
3. SITE DESCRIPTION

3.1. Site Description

Seleggan Hill is located approximately 700 m to the east of the village of Carnkie. The land between the Seleggan Depot and the nearest noise sensitive receptors (NNSRs) is undulating, with direct line of site between some of the nearest noise sensitive properties and parts of the Seleggan Depot, but partially obstructed by high walls associated with the former tin smelting works on the site and bunding to other areas.

The location of the Torrey Canyon Depot, and the nearest noise sensitive properties, can be seen in Figure 1.

FIGURE 1: SITE LOCATION



NNSR1 is located approximately 130m to the north west of the Depot; NNSR2 is located approximately 175m to the north-east of the Depot; NNSR3 is located approximately 225m to the south of the Depot and the village of Carnkie is located approximately 700m to the west of the Depot.

3.2. Proposals

The assessment considers the use of the mobile RM90 crusher unit, with integrated screen at the site. This is the primary noise-generating unit at the site, however, a trommel screen is also separately used, while the crusher is off-site, but this unit has a significantly lower noise-generation potential.

It is not proposed to increase the intensity or daily timings of the site operation, but to reduce the constraints on the operation of the site posed by the restriction on operating days per month, under Condition 10 and ownership of the vehicle fleet, under Condition 8.

It is also proposed that the Application is taken as an opportunity to update Condition 15 to current standards, without affecting its level of noise control.

4. MEASUREMENT METHODOLOGY

4.1. General

The noise conditions in the area have been determined by a fully attended environmental noise survey conducted on Monday 14th September 2020.

4.2. Measurement Details

All noise measurements were undertaken by a consultant certified as competent in environmental noise monitoring, and, in accordance with the principles of BS 7445⁷.

All acoustic measurement equipment used during the noise survey conformed to Type 1 specification of British Standard 61672⁸. A full inventory of this equipment is shown in Table 2 below.

TABLE 2: INVENTORY OF SOUND MEASUREMENT EQUIPMENT

Position	Make, Model & Description	Serial Number	Calibration Certificate Number	Calibration Due Date
MP1 to MP3	Rion NL-52 Sound Level Meter	00453871	199903	09/06/2022
	Rion NH-25 Preamplifier	43913	199903	09/06/2022
	Rion UC-59 Microphone	07960	199903	09/06/2022
	Cirrus CR:515 Acoustic Calibrator	80029	197732	10/03/2021

The sound measurement equipment used during the survey was field calibrated at the start and end of the measurement period. An accredited calibration laboratory has calibrated the field calibrator used within the twelve months preceding the measurements. A drift of less than 0.2 dB in the field calibration was found to have occurred on the sound level meter.

The microphone was fitted with a protective windshield for the measurements, which are described in Table 3, with an aerial photograph indicating their respective locations shown in Figure 2.

TABLE 3: MEASUREMENT POSITION DESCRIPTION

Measurement Position	Description
MP1	<p>A fully attended ambient, residual and background sound measurement undertaken in the vicinity of NSR1. The measurement was undertaken under free-field conditions at a height of 1.5m above local ground level.</p> <p>The ambient sound measurements covered crusher operations both at P1 (top) and P2 (bottom) within the depot. Crusher activities were audible under both scenarios, but particularly audible when operations were undertaken at P2.</p>

⁷ British Standard 7445: 2003: Description and measurement of environmental noise. BSI

⁸ British Standard 61672: 2013: Electroacoustics. Sound level meters. Part 1 Specifications. BSI.

Measurement Position	Description
MP2	<p>A fully attended ambient, residual and background sound measurement undertaken in the vicinity of NSR2. The measurement was undertaken under free-field conditions at a height of 1.5m above local ground level.</p> <p>The ambient sound measurements covered crusher operations both at P1 (top) and P2 (bottom) within the depot. Crusher activities were only barely audible below the background sound level under both scenarios, and were consequently immeasurable.</p>
MP3	<p>A fully attended ambient, residual and background sound measurement undertaken in the vicinity of NSR3. The measurement was undertaken under free-field conditions at a height of 1.5m above local ground level.</p> <p>The ambient sound measurements covered crusher operations both at P1 (top) and P2 (bottom) within the depot. Crusher activities were just audible with activities at P1, but inaudible when operations were undertaken at P2.</p>

FIGURE 2: MEASUREMENT POSITIONS



4.3. Summary Measurement Results

The summarised results of the environmental noise measurements are presented in Table 4.

TABLE 4: SUMMARY OF NOISE MEASUREMENT RESULTS

Measurement Position	Description	Sound Level, dB	
		L _{Aeq}	L _{A90}
Crusher Operating at P1 "Top" Location			
MP1	Ambient	51.9	49.1
	Residual	50.3	46.0
MP2	Ambient	56.3	42.6
	Residual	53.4	42.8
MP3	Ambient	44.7	41.5
	Residual	43.4	38.8
Crusher Operating at P2 "Bottom" Location			
MP1	Ambient	58.5	54.7
	Residual	50.3	46.0
MP2	Ambient	53.4	42.8
	Residual	53.4	42.8
MP3	Ambient	43.4	38.8
	Residual	43.4	38.8

4.4. Specific Sound Levels

On the basis of the statistics set out within Table 4 the specific sound levels for the activities have been derived, on both L_{Aeq} and L_{A90} bases, and are set out within Table 5.

TABLE 5: DERIVED SPECIFIC SOUND LEVELS

Measurement Position	Specific Sound Level, dB	
	L _{Aeq} Derivation	L _{A90} Derivation
Crusher Operating at P1 "Top" Location		
MP1	46.8	46.2
MP2	-	-
MP3	38.8	38.1
Crusher Operating at P2 "Bottom" Location		
MP1	57.8	54.0
MP2	-	-
MP3	-	-

5. ASSESSMENT

5.1. Introduction

Despite the site being a minerals processing facility and consequently covered by the guidance set out within NPPG Minerals, the assessment has been undertaken in accordance with the more onerous requirements of BS4142:2014+A1:2019.

5.2. Rating Penalty Principle

Section 9 of BS4142:2014+A1:2019 describes how the rating sound level should be derived from the specific sound level, by determining a rating penalty.

BS4142:2014+A1:2019 states:

“Certain acoustic features can increase the significance of impact over that expected from a basic comparison between the specific sound level and the background sound level. Where such features are present at the assessment location, add a character correction to the specific sound level to obtain the rating level. This can be approached in three ways:

- a) subjective method;*
- b) objective method for tonality;*
- c) reference method.”*

Given that the Proposed Development is not operational, the subjective method has been adopted to derive the rating sound level from the specific sound level. This is discussed in Section 9.2 of BS4142:2014+A1:2019, which states:

“Where appropriate, establish a rating penalty for sound based on a subjective assessment of its characteristics. This would also be appropriate where a new source cannot be measured because it is only proposed at that time, but the characteristics of similar sources can subjectively be assessed.

Correct the specific sound level if a tone, impulse or other characteristics occurs, or is expected to be present, for new or modified sound sources.”

BS4142:2014+A1:2019 defines four characteristics that should be considered when deriving a rating penalty, namely; tonality; impulsivity; intermittency; and other sound characteristics, which are defined as:

Tonality

A rating penalty of +2 dB is applicable for a tone which is *“just perceptible”*, +4 dB where a tone is *“clearly perceptible”*, and +6 dB where a tone is *“highly perceptible”*.

Impulsivity

A rating penalty of +3 dB is applicable for impulsivity which is *“just perceptible”*, +6 dB where it is *“clearly perceptible”*, and +9 dB where it is *“highly perceptible”*.

Other Sound Characteristics

BS4142:2014+A1:2019 states that where *“the specific sound features characteristics that are neither tonal nor impulsive, though otherwise are readily distance against the residual acoustic environment, a penalty of +3 dB can be applied.”*

Intermittency

BS4142:2014+A1:2019 states that when the *“specific sound has identifiable on/off conditions, the specific sound level ought to be representative of the time period of length equal to the reference time interval which contains the greatest total amount of on time ... if the intermittency is readily distinctive against the residual acoustic environment, a penalty of +3 dB can be applied.”*

5.2.1. Rating Penalty Assessment

Considering the content of Section 5.2, an assessment of the various sound sources associated with the Proposed Development, in terms of whether any rating penalties are applicable, and has been detailed in Table 6 below.

TABLE 6: RATING PENALTY ASSESSMENT

Source	Tonality	Impulsivity	Intermittency	Other Sound Characteristics	Discussion
Crushing and Screening	+2 dB	0 dB	0 dB	0 dB	<p>The plant operates as demand requires, however, once operating, does not cycle on and off.</p> <p>Tonality is <i>“just perceptible”</i> at R1, due to a low-frequency bias at source, but the residual acoustic environment masks any significant tones.</p> <p>Tonality is <i>“imperceptible”</i> at R2 and R3, due to the low level of audibility of the activities.</p>

In summary, a rating penalty of +2 dB has been included in the assessment for NNSR1.

5.3. Uncertainty in Calculations

BS4142:2014 requires that the level of uncertainty in the measured data and associated calculations is considered in the assessment. The Standard recommends that steps should be taken to reduce the level of uncertainty.

Measurement Uncertainty

BS4142:2014+A1:2019 states that measurement uncertainty depends on a number of factors, including the following, which are applicable to the Proposed Development:

- “
- ...
 - b) *the complexity and level of variability of the residual acoustic environment;*
 - ...
 - d) *the location(s) selected for taking the measurements;*
 - ...
 - g) *the measurement time intervals;*
 - h) *the range of times when the measurements have been taken;*
 - i) *the range of suitable weather conditions during which measurements have been taken;*
 - ...
 - k) *the level of rounding of each measurement recorded; and*
 - l) *the instrumentation used.*

”

Each of the measurement uncertainty factors outlined above have been considered and discussed in Table 7 below.

TABLE 7: MEASUREMENT UNCERTAINTY FACTORS

Measurement Uncertainty Factor Reference	Level of Uncertainty	Discussion
b)	0 dB	Residual acoustic environment is relatively constant, hence no correction for a complex residual acoustic environment.
d)	0 dB	Measuring at the closest affected receptors to the site has enabled the determination of robust background sound levels.
g)	0 dB	Measurement time intervals were set in accordance with BS4142:2014+A1:2019, hence no further correction needs to be made.
h)	0 dB	Measurements were undertaken over a fully attended periods with background sound levels determined within the same period.
i)	0 dB	No periods of significant wind or precipitation were noted.
k)	0 dB	Measured values were rounded to 0.1 dB, therefore rounding would not have had a significant impact on the overall typical background sound levels.
l)	0 dB	The acoustic measurement equipment accorded with Type 1 specification of British Standard 61672, and were deployed with appropriate wind shields.

In summary, a correction of 0 dB has been included in the assessment, to account for measurement uncertainty.

5.4. BS4142 Assessment

The rating sound level, as calculated from the measured specific sound level, has been assessed in accordance with BS4142:2014+A1:2019, at the closest and most affected NSR.

The background sound levels recorded during the residual measurement periods have been considered within the assessment.

The BS4142:2014+A1:2019 assessment at NSR1, for crushing/screening operations at P1 (top) can be seen in Table 8.

TABLE 8: BS4142 ASSESSMENT AT NSR1 (CRUSHING/SCREENING AT P1)

Results	Sound Level (dB)	Notes
Specific Sound Level	47	As shown in Table 5.
Rating Penalty	+2	As discussed in Table 6.
Measurement Uncertainty	0	As discussed in Table 7.
Rating Sound Level	49	-
Background Sound Level	46	As shown in Table 4.
Excess of Rating over Background Sound Level	+3	Assessment indicates a “ Low Impact ” to an “ Adverse Impact ” dependent upon context.

The BS4142:2014+A1:2019 assessment at NSR1, for crushing/screening operations at P2 (bottom) can be seen in Table 9.

TABLE 9: BS4142 ASSESSMENT AT NSR1 (CRUSHING/SCREENING AT P2)

Results	Sound Level (dB)	Notes
Specific Sound Level	58	As shown in Table 5.
Rating Penalty	+2	As discussed in Table 6.
Measurement Uncertainty	0	As discussed in Table 7.
Rating Sound Level	60	-
Background Sound Level	46	As shown in Table 4.
Excess of Rating over Background Sound Level	+14	Assessment indicates a “ Significant Adverse Impact ”.

The BS4142:2014+A1:2019 assessment at NSR3, for crushing/screening operations at P1 (top) can be seen in Table 10.

TABLE 10: BS4142 ASSESSMENT AT NSR3 (CRUSHING/SCREENING AT P1)

Results	Sound Level (dB)	Notes
Specific Sound Level	39	As shown in Table 5.
Rating Penalty	0	As discussed in Table 6.
Measurement Uncertainty	0	As discussed in Table 7.
Rating Sound Level	39	-
Background Sound Level	39	As shown in Table 4.
Excess of Rating over Background Sound Level	0	Assessment indicates a “Low Impact”.

5.5. Discussion & Recommendations

The assessment results set out within Table 8 to Table 10, coupled to the subjective opinion gained while on site, identifies that the crushing/screening operations within the site, have no significant effect at off-site receptors, for the majority of time at the majority of receptors.

The assessment also demonstrates that the crushing/screening operations within the site, comply with the requirements of Condition 15, when considered against the current version of the BS4142 standard, for the majority of time at the majority of receptors

It is, however, noted that when the RM90 crushing/screening unit is operated at P2; being at the “bottom” part of the site, that the reduction in intervening screening between this position and NNSR1 results in a *significant adverse impact* and a significant non-compliance with the requirements of Condition 15 at this receptor. The same operations, undertaken at P1; being at the “top” part of the site gave rise to low levels of audibility at NNSR1 and only a small exceedence of the background, which was heavily diluted by the prevailing ambient sound level.

It is therefore asserted that the crushing operations have a low impact at off-site receptors and that the relaxation of the operational restrictions applied to the site, via Planning Conditions 8 and 10 can be supported by the findings of this assessment, subject to these operations being restricted to the upper (P1 “top”) area of the site.

Consequently, it is suggested that Planning Conditions 8, 10 and 15 be amended as follows:

8 No crushing or screening activities shall be undertaken on the lower/western part of the site; to the west of the weighbridge and site offices.

10 There shall be no operation of the crushing/screening plant except between the hours of 0830 and 1630 hours weekdays only with no materials processing on Saturdays.

15 The rating noise level from the operational area of the site shall be limited to a level that does not exceed the existing background noise level plus 3 dB at any off-site residential receptor. The rating noise level and background noise level at the receptor shall be determined in accordance with BS4142:2014+A1:2019. Where the rating noise level is measured to exceed the existing background noise level plus 3 dB, a noise mitigation scheme shall be submitted to and agreed in writing with the LPA and shall be implemented in accordance with the approved details, to reduce the rating noise level to the approved level.

6. CONCLUSION

inacoustic has been commissioned by Cormac Solutions Limited to prepare a noise assessment covering the receptors surrounding the existing crushing and screening operations at the Torrey Canyon Recycling Facility, Seleggan Hill, Redruth.

This technical noise assessment has been produced to accompany Section 73 Application to the Mineral Planning Authority, in order to vary Planning Conditions 8, 10 and 15 applied to Planning Application PA12/00736.

The assessment considers the noise generation from the operation of the site, assessed via direct measurements of sound at the closest identified receptors to the site.

The assessment methodology contained in British Standard 4142: (2014) +A1: 2019 *Method for rating and assessing industrial and commercial sound* has been used.

The assessment has identified that, subject to the operational restrictions described within this report, that the operation of the site can occur without giving rise to significantly adverse noise effects at the closest residential receptors to the site.

On this basis, a suite of revised planning conditions are proposed, that eases some operational restrictions placed upon the site, but introduces others, which will ensure that the *No Observed Adverse Effect Level* criteria area achieved at all off-site residential receptors within the vicinity of the site.

7. APPENDICES

7.1. Appendix A – Definition of Terms

Sound Pressure	Sound, or sound pressure, is a fluctuation in air pressure over the static ambient pressure.
Sound Pressure Level (Sound Level)	The sound level is the sound pressure relative to a standard reference pressure of 20µPa (20x10 ⁻⁶ Pascals) on a decibel scale.
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s1 and s2 is given by 20 log ₁₀ (s1 / s2). The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is 20µPa.
A-weighting, dB(A)	The unit of sound level, weighted according to the A-scale, which takes into account the increased sensitivity of the human ear at some frequencies.
Noise Level Indices	Noise levels usually fluctuate over time, so it is often necessary to consider an average or statistical noise level. This can be done in several ways, so a number of different noise indices have been defined, according to how the averaging or statistics are carried out.
L _{eq,T}	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
L _{max,T}	A noise level index defined as the maximum noise level during the period T. L _{max} is sometimes used for the assessment of occasional loud noises, which may have little effect on the overall L _{eq} noise level but will still affect the noise environment. Unless described otherwise, it is measured using the 'fast' sound level meter response.
L _{90,T}	A noise level index. The noise level exceeded for 90% of the time over the period T. L ₉₀ can be considered to be the "average minimum" noise level and is often used to describe the background noise.
L _{10,T}	A noise level index. The noise level exceeded for 10% of the time over the period T. L ₁₀ can be considered to be the "average maximum" noise level. Generally used to describe road traffic noise.
Free-Field	Far from the presence of sound reflecting objects (except the ground), usually taken to mean at least 3.5m
Facade	At a distance of 1m in front of a large sound reflecting object such as a building façade.
Fast Time Weighting	An averaging time used in sound level meters. Defined in BS 5969.

In order to assist the understanding of acoustic terminology and the relative change in noise, the following background information is provided.

The human ear can detect a very wide range of pressure fluctuations, which are perceived as sound. In order to express these fluctuations in a manageable way, a logarithmic scale called the decibel, or dB scale is used. The decibel scale typically ranges from 0 dB (the threshold of hearing) to over 120 dB. An indication of the range of sound levels commonly found in the environment is given in the following table.

TABLE 11: TYPICAL SOUND LEVELS FOUND IN THE ENVIRONMENT

Sound Level	Location
0dB(A)	Threshold of hearing
20 to 30dB(A)	Quiet bedroom at night
30 to 40dB(A)	Living room during the day
40 to 50dB(A)	Typical office
50 to 60dB(A)	Inside a car
60 to 70dB(A)	Typical high street
70 to 90dB(A)	Inside factory
100 to 110dB(A)	Burglar alarm at 1m away
110 to 130dB(A)	Jet aircraft on take off
140dB(A)	Threshold of Pain

The ear is less sensitive to some frequencies than to others. The A-weighting scale is used to approximate the frequency response of the ear. Levels weighted using this scale are commonly identified by the notation dB(A).

In accordance with logarithmic addition, combining two sources with equal noise levels would result in an increase of 3 dB(A) in the noise level from a single source.

A change of 3 dB(A) is generally regarded as the smallest change in broadband continuous noise which the human ear can detect (although in certain controlled circumstances a change of 1 dB(A) is just perceptible). Therefore, a 2 dB(A) increase would not be normally be perceptible. A 10 dB(A) increase in noise represents a subjective doubling of loudness.

A noise impact on a community is deemed to occur when a new noise is introduced that is out of character with the area, or when a significant increase above the pre-existing ambient noise level occurs.

For levels of noise that vary with time, it is necessary to employ a statistical index that allows for this variation. These statistical indices are expressed as the sound level that is exceeded for a percentage of the time period of interest. In the UK, traffic noise is measured as the L_{A10} , the noise level exceeded for 10% of the measurement period. The L_{A90} is the level exceeded for 90% of the time and has been adopted to represent the background noise level in the absence of discrete events. An alternative way of assessing the time varying noise levels is to use the equivalent continuous sound level, L_{Aeq} .

This is a notional steady level that would, over a given period of time, deliver the same sound energy as the actual fluctuating sound.

To put these quantities into context, where a receiver is predominantly affected by continuous flows of road traffic, a doubling or halving of the flows would result in a just perceptible change of 3 dB, while an increase of more than 25%, or a decrease of more than 20%, in traffic flows represent changes of 1 dB in traffic noise levels (assuming no alteration in the mix of traffic or flow speeds).

Note that the time constant and the period of the noise measurement should be specified. For example, BS 4142 specifies background noise measurement periods of 1 hour during the day and 15 minutes during the night. The noise levels are commonly symbolised as $L_{A90,1\text{hour}}$ dB and $L_{A90,15\text{mins}}$ dB. The noise measurement should be recorded using a 'FAST' time response equivalent to 0.125 ms.

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