

TRANSCRIPT OF CORNWALL COUNCIL STRATEGIC PLANNING COMMITTEE MEETING

18 DECEMBER 2025

Transcribed directly from Cornwall Council's public webcast

Chair

Good morning, everyone. Welcome to today's Strategic Planning Meeting. The date for the record is 18 dec 2025. So can we have any apologies please for absence

Angela Saunders (Democratic Service Officer)

I've had an apology from Councillor Alvey and he's being substituted today by Councillor Jane Pascoe.

Chair

Thank you.

Cllr Long

Just to let you know I'd have to leave here at half past two for a doctor's appointment at four so hopefully we'll be done by then.

Chair

Thank you, Andrew. If we do an introduction of members for the public gallery, my name is Chris Batters, I'm the chairman of the Strategic Planning Committee, I represent Lanivet, Blisland & Bodmin St Lawrence area. If we go around clockwise, please...

Good morning, everyone, I'm Councillor James Ball representing Camborne Roskear & Tuckingmill.

Good morning, Councillor Alan Rowe, Falmouth Penwerris

Good morning, everybody. Councillor Andrew Long, Callington & St Dominic

Good morning to all. Councillor Jane Pascoe, representing Liskeard South & Dobwalls

I'm Councillor Dulcie Tudor and I represent Chacewater and Three Milestone.

Good morning, John Martin Councillor for Long Rock, Marazion & St Erth

Good morning, Peter Channon, Councillor for Hayle West.

Good morning, Councillor Sally Harrison for Redruth South.

Mitten Dar Roger Tarrant, Councillor for Redruth North.

Morning Hugh Gibbon, Highways Officer.

Morning everyone Ben Curnow from the Council's Legal Services.

Angela Saunders, Democratic Services.

I'm Ellie Inglis Walcott, Principal Development officer and case officer for item one. Morning everybody I'm Mark Broomhead. I'm the group leader for item one, Matt Stevenson will be the group leader for item two and Gavin Smith for item three.

Chair

Thank you. Declarations of interest - are there any declarations of interest today please?

Cllr Tarrant

Yes chair, item 4.3 I have to declare a disposable pecuniary interest, so I'll be leaving for...

[Something/interference comes over the tannoy]

Chair

Thank you very much. That's the damn trouble when you've got Trump as a friend, he interferes everywhere!

Angela Saunders

Councillor Tarrant, you're required to declare why you've got an interest for the purpose of the minutes.

Cllr Tarrant

Okay, I run a similar business to that care business in Bodmin.

Chair

Minutes of the meeting 25th September can we have proposer and seconder? Proposed by vice chair and seconded by Cllr Channing. And a vote please to ensure...yep...thank you.

Applications today – first up is PA 24 08685 land north of Roseworthy Hill and south of the A13 Camborne. And we pass you over to the officer presenting and that's Ellie. Over to you Ellie.

Case Officer Ellie

[Slide 1] Thank you Chair. Just before I get into the presentation, I just wanted to say we know that Members received a legal letter yesterday from Hill Dickinson and we just wanted to clarify a couple of points from that letter.

We just wanted to say that we consider the report is sound and fit for purpose and that we've considered the application under policy 20.2 (a), that's waste policy in that it's located in close proximity to locations from which the majority of waste arises so for this particular application the waste is going to come from the household waste recycling centres Poole, United Downs, Helston, and also waste from local Councils, Hayle, and

Helston and so Policy 20.2 (a) is relevant in this case and we've not considered it under 5.1 (c). The other point of clarification is just that there was mention of the bioaerosol assessment - so the applicants did produce a bioaerosol assessment and that has been considered in the assessment of this application. So those are just the points to clarify on that. Obviously can take any questions on it.

So yes, this is an application for wood, composting, and green waste processing and recycling on land North of Roseworthy Hill, South of the A30 at Camborne. The site is known as Roseworthy and is referenced as such in the presentation and also in the report.

So, the project involves creating a facility for the compost of green waste using open windrows and the processing of waste wood, storage and export of agricultural plastics. The proposal would have an annual throughput of 38000 tonnes of waste so that would be comprising of 25000 tonnes of green waste, 10000 tonnes of waste wood and 3000 tonnes of plastic.

The proposed facility is to be commercial and wouldn't be open to the public. A Technical Briefing was held for Members on 27 November and that included a presentation from the applicant and their representatives.

[Slide 2]. So moving on to consider the key issues as set out in the report are the benefits of recycling, noise and traffic impacts, landscape and visual impact and contaminated land.

[Slide 3]. This slide shows the location of the proposed development outlined in red so its approximately 2.6 km from Camborne, approximately 420m east of Connor Downs and 440m to the west of the hamlet of Roseworthy. And the site lies outside of any landscape designations.

[Slide 4] This is the site plan. The site covers an area of 5.9hectares and comprises 2 agricultural fields which have been assessed as being Grade 3b agricultural land and is bordered by Cornish hedges. You'll see access from the old A30 to the South and the A30 is to the North. The site access will be widened by 4m, and cars and HGVs will be separated on site.

[Slide 5] This is just an aerial image of the site. Again, you can see the access to the south and the A30 to the north.

[Slide 6] This slide shows the proposed site layout which includes a level development platform to form the green and wood storage yard; a 3m high concrete retaining wall around the perimeter shown in blue (I don't know if you can see that clearly); a commercial scale agricultural building which is here and which will include a work shop..., storage and office (and I'll show you some of the elevations of the building on another slide) an attenuation pond; weighbridge and parking area; car parking spaces; single point of access as mentioned and landscape planting around the site.

[Slide 7] So there's the elevations of the proposed commercial building. The building is 10m high, 72 m long, and 32 m wide. And the building will be clad, and the external finishes will be secured by condition.

[Slide 8] this slide shows the landscaping plan, it's a bit of a busy slide so apologies for that but to highlight a few areas of note... So, the existing wet woodland at the north here will be retained, wildflower meadows will be created around the site, native scrub planting is proposed on the embankment slope, a new Cornish hedge will be created on the west of the working yard and a Cornish hedge around the edge of the concrete wall will be retained. And native wood planting on the site facing Roseworthy Hill and native wood planting on the southeastern embankment.

[Slide 9] I am now going to show you some of my photos of the site. So, this is a view across the site towards the north looking towards the scheduled monument of Roseworthy Arsenic Works which is about 400m to the north across the other side of the A30.

[Slide 10]. So, this slide just shows the entrance on the left and the current access.

[Slide 11]. These images show the entrance onto the old A30 Roseworthy Hill. So, the one on the left is looking towards Connor Downs and the one on the right looking towards the hamlet of Roseworthy.

[Slide12] So just moving on to the Balance of Considerations.

The proposed development would have an annual throughput of 38000 tonnes of green and wood waste and offers benefits in terms of waste recycling.
proposed development would contribute towards sustainable waste management through increased recycling which accords with the Council's Resources and Waste Strategy.

Minimising waste is a key aim of the Council's Emergency Development Plan DPD and the Local Plan supports proposals for recycling that are in close proximity to the location from which the majority of waste arises.

The proposal will deliver greater than 10% Biodiversity Net Gain- so 30.26% in habitat units and 49.68% net gain in hedgerow units.

These factors weigh heavily in favour of the proposal.

While the proposal will give rise to some adverse landscape and visual impacts, particularly in the short term as the landscaping develops, the development will not be out of place in the landscape as it has an agricultural appearance. Sorry, I need to move onto the next slide...

[Slide 13] In terms of benefits of providing a waste recycling facility any adverse impacts on the landscape and visual amenity are not of overriding significance and with suitable planning conditions to control the external appearance, surface finishes, planting and other mitigation, the development would be acceptable in this regard.

In terms of historic assets, the nearest Scheduled Monument is an arsenic works which lies approximately 400m to the north on the other side of the A30, but it is concluded that the proposed development would have a neutral impact on the setting of the Scheduled Monument.

In view of the nature of the proposed development there should be no significant adverse impacts on areas of ecological interest or any significant impacts on flood risk or surface water. There should be no significant adverse impacts on local amenity in respect of noise, dust or odour release or any adverse impacts associated with traffic or contaminated land.

The recommendation is as set out in the report is approval subject to conditions.

Thank you.

Chair

Thank you very much Ellie. Our first public speaker is Mrs Jenny Olds. Could you put your hand up, so I know who you are? You have 3 minutes. Just prior to the end of it about 30s from the end, you'll be given the warning over the microphone and if you can cut off at 3 it's fine. OK away you go, thank you.

Jenny Olds

Good morning. My name is Jenny Olds. I'm a farmer, a rural chartered surveyor and live directly opposite the proposed site where my husband's family has farmed for over 113 years,

We purchase compost produced by the applicant and there is no doubt that it is an excellent product for increasing the organic matter in soils.

However, I object to the relocation of this industrial facility to a greenfield site which fails to comply with so many policies and is based on flawed data.

The application says the expansion of Splattenridden, and other sites were considered but discounted for logistical reasons but the applicant told me in 2018 that it was 'far cheaper to develop a green field site'.

The predominant justification for this site is that it very altruistically saves the carbon emissions from Cornwall Council's waste vehicles by moving 5.9 miles south. This will be a) redundant when Council vehicles move to electric and b) There is no actual carbon calculation for the project as a whole to consider the development and operational carbon emissions.

The Transport Advice uses number data that is 7 years old. If operations cease at Splattenridden, then using the data sets from the TAN, if Cornwall Council vehicles are contractually bound to access a site from the Camborne West junction, the numbers of miles

driven will increase, not decrease, which completely negates the whole justification for this application.

Policy 1 from the Local Plan states the Council should take a positive approach to development that improves economic, social and environmental conditions. There is no improvement to any of these 3 strands, as this is merely a relocation.

Policy 19 asks for a best solution, having regard to the waste hierarchy. Again, this is not a proposal for NEW development to reuse and recycle waste. It's a relocation. The proposed site area is 17,400 metres squared. The Splattenriddden site is 19,400. So why are they downsizing? The Design and Access statement says 39,000 tonnes will be processed, but the Comparison Document says 49,000.

Policy 20, the proposal does not make use of the heat generated. It's not located in close or better proximity to where a majority of waste arises, and it does not re-use previously developed land or suitable industrial estates. It does not involve the co-location with an existing operation; it will not reduce transport of waste by road.

Policy 5 states new employment should be supported, where there's an overriding need for that business to be in that location – there's no need to be at Roseworthy that cannot be met by the applicant continuing to operate from Splattenriddden. Why are they not exploring brownfield sites, such as now redundant compost facility Penryn?

Policy 21 covers best use of this land. Their agricultural advisor from the Midlands who assessed the field in February 2020, concluded discourse, grade 3B land, because it was allegedly water-logged, but the report just shows puddles in tyre tracks. The land has been double cropped for vegetables for decades, and more pertinently, by the applicants themselves, when they first owned it.

Grade 3a land is "land capable consistently growing horticultural crops". This, and the neighbouring fields are clearly Grade 3a which is confirmed by the report submitted by Jason Hendy, a qualified agronomist.

The visual assessment was poorly done, taking photos from one of our fields at knee height level, and not assessing the visual impact from Carn Brea. From that viewpoint the development bridges the greenbelt between Connor Downs and Camborne.

There is just not enough time to go through the many flaws and inconsistencies of this application, and I strongly urge you to refuse this and allow them to concentrate their business efforts on the existing site or on a brownfield site.

I understand the KC has advised the council that if this flawed application is granted, it wouldn't be lawful, and in the view of this KC, it would be exceptionally reckless at the Council to pass it. I, therefore, strongly urge the members to refuse this application. ☑

LOUD CLAPPING

Chair

Thank you, very much. If you can just hold for the moment, because there was a late arrival with the councillor here. If you would like to tell the public who you may be, because you obviously will be part of this meeting shortly because you've heard the presentation.

Cllr Adrian Parsons

Hello, good morning, Councillor Adrian Parsons representing the Elton and Stoke Clemson Division and apologies for being late. And just for clarification, is it OK for me to comment on this application, please?

Ben Curnow

Yeah, so my advice to Councillor Parsons would be that you came in at 10.04 and you've hardly missed anything. And I made a note of your arrival, and you've been here for the majority of the presentation.

Chair

That's what I thought. That's why I thought we should introduce who he is. We now have questions of the speaker for clarification. That's the word, clarification. So hands up anyone who wishes to question Mrs Olds on anything she may have said. Adrian, Councillor Parsons.

Cllr Parsons

Hello, good morning, Mrs Olds. Just for clarification, where did you say you live, please?

Jenny Olds

I live on the opposite side of the valley to the application site.

Cllr Parsons

Was that Hope Farm, did you say?

Jenny Olds

No, I live at Cornhill Farm. Cornhill.

Cllr Parsons

Right, thank you. 17.04

Chair

Any other questions for clarification of the speaker? No? Right. Thank you very much, Mrs. Olds. We move on now to the next speaker, Councillor Carl Gill of Gwinear-Gwithian Parish Council. Mr Gill, are you? it. I saw you look towards me, I thought it probably was, but one

likes to see who was. You still have the same three minutes; you will be given the 30 second warning before the end. OK, so away you go. Thank you.

Cllr. Carl Gill (Chair GGPC)

We understand the value of green waste processing and recycling, cutting the amount of waste going to landfill, thus reducing methane emissions, the production of soil enhancers and assisting in meeting crucial waste and carbon reduction targets.

However, the scale, location and overbearing nature of these proposals are not appropriate. Proposals for new business developments in small rural settlements should be of the scale appropriate to their location and demonstrate an overriding locational and business need. This proposal does not meet this test. The Parish Council and the bulk of its residents believe this proposal is inherently in the wrong place.

The proposal does not maintain local distinctiveness and character, nor protect the existing natural environment. The Parish Council objects to this application and supports its residents in wishing to see the proposal withdrawn.

The Parish Council believes that the community well-being is an important consideration, with residents' fears regarding noise, odour, contaminated soil and runoff, flooding, fire risk, loss of agricultural land, light spillage, haulage, traffic and the cumulative detrimental impact on their quality of life have either not been taken seriously, been ignored or not fully considered. These concerns are valid and warrant more careful and considerate investigation, hopefully commencing here.

It seems that little or no consideration has been given to the fact that the site appears to lie within four SSSI impact zones, Gwithian to Mexico Town, Hayle Estuary, Godrevy Head to St Agnes and Loggins Moor.

The proposal includes a large industrial-scale building in the open countryside. It will be highly visible from some surrounding areas. The character of the site will be substantially changed adversely affecting landscape, ecological protection, land stability, drainage and land use. Where is the lawfully required Environmental Impact Assessment?

Seemingly no consideration has been given to the impact on nearby businesses, literally speaking a stone's throw away. Noise and older generation for example will not only impact nearby residents but a number of local holiday sites - for instance, who may be directly, indirectly and adversely affected. Where is the local business impact assessment?

The Parish Council and local residents' road safety concerns do not appear to have been taken seriously. The Transportation Advisory Note severely underestimates the impact on the existing strain local network and only deals with waste diverted from St Erth. Tourism and farming are the backbone of the Parish. The mix of tractors, haulage vehicles and tourism traffic have not been adequately investigated and considered.

Concerningly, application documents appear to have some element of contradiction and a number of policies, including the Parish Neighbourhood Development Plan, are in conflict with this. For these reasons and others, we urge you to refuse this application or, at the very least, defer any decision pending further investigation. Thank you.

LOUD CLAPPING

Chair

Thank you, Councillor. Are there any questions of the Councillor for clarification purposes please? Any questions at all? No? Thank you very much, Councillor.

Our next speaker is Ms. Janine Banks. Are you... hand up? I can't see you. There you are. Yes, hi. You've got three minutes and as you've just seen you'll get a 30 second warning before the end. So, when you're ready away you go. Thank you.

Janine Banks

Thank you. Chairman, Members, ladies and gentlemen, I'm Janine of Stage Planning for the Applicant in this matter.

The Applicant is a Cornish company, born of a Cornish farming family. James, second generation for the Applicant company, will address you. James is here. The proposal is about a new green waste processing facility for Cornwall, strategically located to serve the county in tandem with the Company's other facilities, and designed to manifest as a typical agrarian scheme which will assimilate into its setting. The Green Waste Company and its employees serve Cornwall, taking its green and wood waste and making product of that waste so that it doesn't go to landfill or litter Cornwall's lay-bys and countryside. The product of the Company's process, by an ancient process windrows, is a natural fertiliser absent of synthetic chemicals.

From start to finish the process is entirely consistent with the waste hierarchy and Cornwall's waste plan.

The product of the company's process by an ancient process, windrows, is a natural fertiliser absent synthetic chemicals. From start to finish the process is entirely consistent with the waste hierarchy and Cornwall's waste plan. The proposal before you is driven by need, service, logistics and efficiency, taking in both costs and collection and disposal of this waste and savings in the carbon footprint.

Your Officer Report aptly and fully describes the journey that brings the proposal, and me and James, before you today. Understanding the operations, the driver and need for a new facility, the site selection, the multidisciplinary site appraisal in the context of all location, site constraints and sensitivities, proposed operations and planning policy. And design so that what's proposed will sit and fit in that context and work beneficially and without adversity for the applicants and community.

Through the preliminary and planning process we've been into the community, we've listened, we've adjusted, responded and returned. Your Officer Report records that process and carefully recalls the responses from the Council's own multi-disciplinary team and external consultees as they've considered the proposals. There are conditions, which are understood and embraced by the applicant, but overwhelmingly that independent consensus wholly supports the proposal, citing development plan policy with approval.

That consensus similarly fully supports the Officer Report to this Committee, finding that in all aspects of carefully detailed proposal of the development plan and is therefore suitable for approval. I therefore ask you to support your Officer's recommendation as put. Thank you.

Chair

Thank you very much. Are there any questions of the speaker for clarification?

Councillor Harrison.

Apologies if this information is already in the reports pack, but is there capacity to expand the St Erth site? Because that's not far away from this site.

Janine Banks

No, there isn't. We're at...

LOUD LAUGHTER and TUTTI NG

Chair

Can we ask the public to refrain from laughing at any more please? This is a serious matter.

Councillor Harrison.

Sorry, I didn't hear the answer.

Janine Banks

The response is no. It is a logistical issue as well. So, in terms of where the waste is coming from, the expediency of having... when you've got a route and 14 sites, the vehicles are going back on themselves, so it's strategically locating the sites. So that the collections are local to the facility. So, 7 of the collection sites will go to Roseworthy...

James Richards

Five

Janine Banks

And the remainder will go to...

James Richards

Roche

Cllr Harrison

Thank you

Chair

OK, thank you. Any other questions? Yes, Councillor Tudor.

Councillor Tudor

In the Applicant's opinion then, would you say that this application.... Could you sort of describe how explain how this does not fragment the wider farm unit?

Janine Banks

The farm or the farm comprises...

Chair

No, I'm sorry, sir. I think you're just about to speak. It's only one speaker. You'll have your chance in a moment I would think it's...

James Richards

Yeah...

Chair

It's fine, but it is simply Miss Janine Banks at the moment. The questions are for her for clarification purposes. Any more questions? Mr James Richards - I presume that's yourself, isn't it?

James Richards

Yes. That's me, yeah fine.

Chair

Questions - oh no sorry- first of all you've got your three minutes obviously and you'll be given the 30 second warning.

James Richards

All right, yeah. So, my name is James Richards and I manage the green waste business. So we're a Cornish family business and a professional company that we've been over 25 years' experience in the specialist recycling industry, working closely with the Council.

We've won national awards including 'Farmers Weekly Farm Diversification of the Year' a few years back. Starting out in a converted farmyard in the late 90s, where we are today, is what's forced the move.

We currently recycle 100% of the green waste in Cornwall, derived from 14 HWRCs, as well as the brown bin door-to-door collections. But that's split between both sites - the Roche and the Hayle site. Being surrounded by the sea on three sides means there's no more material for us to take for further expansion. Prior to the inception of the business, all the green waste went to landfill which we've diverted over a million tons of green waste since we started the business. It's good to keep the process in Cornwall rather than sending out the county, like the food waste. If you don't have facilities set up to handle it, then there's only one option and that is to send out of county, which is not only a financial hit for the council, but also saves the cost and emissions on all the haulage.

We have a proven track record of having previously delivered a similar project, our purpose-built Roche facility (which is runner-up in the National Awards for Excellence in Recycling and Waste Management). We don't work unsociable hours, currently 7.30 to 5.30 Monday to Friday. We have no staff in over the weekends.

That's fair, it's nice to see Mrs Olds here, a successful farmer across the road at Cornhill. It's one of our biggest customers using or buying hundreds of tonnes of compost each year to improve the quality of the land on their own farm across the A30 from the proposed site, as she's mentioned. Compost is also used by the Eden Project, many National Trust gardens, large-scale Cornish family businesses like ourselves so we've got Southern England Farms, Riviera Produce who are also big employers in the area.

Our door is always open. We're proud of what built with our team and they're more than happy to show anybody what it is that they do on a day-to-day basis because they're also equally as passionate and love the opportunity to show others around. We have visits for a range of groups. We open the doors to young farmers, WI, gardening groups to name a few.

In terms of the look, we're big advocates of bunding as recommended in the reports - and you see on our current sites, that's what we strive for, as well as rigorous tree planting and aid screening site to help it really blend into the surroundings as quickly as possible.

Lastly, the proposed site will be further from the nearest resident at Roseworthy than it is at the current site at Splattenridden. In fact, they will be twice the distance, and we have a very good rapport with our current neighbours and the Environment Agency alike. I have no doubt that will continue going forward.

Chair

Thank you very much.

Thank you very much. Are there any questions for clarification of Mr Richards please?

Councillor Tudor.

Well, you've actually sort of detailed in your in your speech that...

Chair

Can you address the microphone as well...

Cllr Tudor

... addressed some of the questions that I wanted... I suppose because this is a sort of... this is a non-traditional diversification, so it was just really about sort of explaining how this doesn't fragment the farm unit?

James Richards

Yeah okay. So, I'll get to it now. So, the farming unit is a completely separate entity to the recycling business, different directors, different owners so the two are 2 separate... So, the tie up at the minute is that the farming company are on the doorstep of the recycling company and both are squeezed on space. So effectively someone has to move -and that is us because the farmer has got its roots there and been there a lot longer than we have. So, we've got to find somewhere that's big enough to facilitate what we have going on. So, when we started initially, it was a much smaller business when we started out 25 years ago. We didn't expect to get to the size it is and, like I say, at the minute we're 100% capacity of what we take and we're in the same size yards we were in 25 years ago.

Chair

Thank you. OK, any other questions for clarification of the speaker, please?

Cllr ?

I'm not sure it's appropriate here, but I was just wondering how much was there any local employment you were providing to your company, please?

James Richards

Yeah, so we employ around 15 people locally. So, 5 of those are from the Troon-Cambourne area, a couple from the Crowlas and Penzance area and a couple from the St. Ives area. So, couple will have to travel further to work, 5 of those will be closer for work. But yeah, everyone lives locally.

Cllr ?

Yes, just one more. I just wondered what you've done, or your Company have done, to bring the community of Roseworthy along with you.

James Richards

Well, we haven't done too much just yet because we haven't got to that stage. When, once we get next foot over the line, that will be the next sort of port call really.

Chair

OK, are there any more questions from Mr. Richards, Chancellor Pascoe? Thank you.

Cllr Pascoe

Thank you. Good morning. Can I ask you in the report - on page 54, paragraph 131 - it talks about the Transport Advisory Notes and it's talking about the traffic implications. Can you tell me...it actually says, it is noted that the largest vehicles would be "contractually bound to be routed by the A30 and the Campbell and West Junction". Are you able to tell me how you are actually going to be able to enforce that and manage it? I bring this up because, as you will know, Chairman, I have commented in my Division, we have a lot of vehicular movements there in narrow lanes. So, can you tell me how will that be enforced and managed? Because it doesn't always work on paper.

James Richards

Yeah. So, our biggest by and large contract is with the Council. So that is through a company called Suez. They are the sort of the middleman, if you like, and the Council contract Suez. Suez subcontracts us to the green waste side of things. And our contract with them can say whatever we want it to say in terms of routing. So, we could write it into the contract that that is the route they take, that is the route they have to take. And we do take smaller vehicles - so we take three and a half tonne tipper trucks (so same size as a van effectively). But all of the Council vehicles are eight-wheel lorries, skip lorries and that is 80% of what comes into site - so we can easily contract it that is the route they take.

Cllr Pascoe

Thank you. I just want to be clear that's really going to be monitored because it doesn't always happen

Chair

Yes, fine. Any other questions for Mr Richards? Yes Cllr Parsons.

Cllr Parsons

Thank you Chair. You talked about screening, bunding and tree planting. Within the bunding, it's a fairly levelled site so I'm not sure how much cut and fill you'll have. Will the soil for bunding come from within site or will that be brought onto site?

James Richards

Yeah, so we've got a neutral cut and fill. So, what we're taking off the back we're putting onto the front to have a level pad to build what the pictures just demonstrated. And so basically from the Connor Downs side it will be dropped so you'll see lesser visual impact. And Roseworthy side, it will be built up so looking up from the bottom again the idea is to have lesser visual impact. So, we use this, to answer your question, we use the soil on site to

bund around the site to keep everything in - rather than bring stuff in and ship stuff out, everything in sight will be used in the site nothing will be taken away, nothing added.

Cllr Parsons

Yes, that's good. Thank you.

Chair

Thank you. No other questions?

Cllr ?

If vehicles are going to be directed from the Cambourne junction through the Roseworthy valley, how many extra vehicles a day do you anticipate will be going through there? 34.56

James Richards

So, we could say that our contract with the Council vehicles is the largest proportion. The other customers that we have are commercial customers - so like I said the little tipper trap trucks. We can't negotiate where they're going to go, that's kind of up to them off their own backs, but we are very seasonal - a bit like farming when everything's growing, everyone's out cutting down trees, cutting grass - that's when we get the large proportion of our . And then in the winter months it drops right off so, like today, today nobody's out gardening.

Cllr?

So, at the height in the summer season, how many vehicles roughly would you say?

James Richards

In the summer, I would say around the 35 to 40 vehicle movements a day and in the winter months it might be as low as 6 to 10.

Cllr?

Thank you.

Chair

Any other questions of Mr Richards? No, fine. We now move on to the electoral division member, which is Councillor Heslington. You have 5 minutes, at the end of which I will expect you to wind down.

Cllr Heslington (Divisional member)

I won't need five minutes.

Chair

Great. OK

Cllr Heslington

Can you hear me?

Chair

Yes, we can hear you.

Cllr Heslington

Okay, I won't need 5 minutes. I've not got a lot to contribute to be truthful. Thank you, Chair, and also thank you to the Department for agreeing to hold this committee meeting. Obviously, thank you to the Committee Members as well.

The application has been a protracted affair. I'm sure it's caused stress and anxiety to all involved. There have been some 140 objections to this application from people in the locality. This is by no means the extent of local opposition. I can say quite honestly that everyone, and I mean everyone, I've spoken to in the area, does not want this application to be approved, and I think it will be detrimental to their existing environment.

I was first approached about this application by a member in the community before I was elected. As a councillor now many months on we are hopeful of a correct decision being made today. Whilst representing constituents, I have tried to stay impartial. We've been informed that no solid material reasons for rejection have emerged.

Last evening I read a document referred to earlier by the case officer. This legal representation contests the idea that there are no material reasons. It gives a long list of discrepancies, etc.

Where are we? Not much else to go.... Councillor Knight and Gill have contributed to their objections. I wish also to align myself with the residents and support their objections and advocate rejection of this application. That's all I've got to say. Thank you.

Chair

Thank you. If you can hold for a moment - are there any questions for clarification for Councillor Heslington? No. OK, thank you very much for attending. Obviously, you can...

Cllr Heslington

Thank you.

Chair

Yeah. Right, we now go into questions of the officers for clarification and any answers you might require on a particular point. So this is questions of the officers. So yes, Councillor Martin.

Cllr Martin

Thank you, Chair. Again, the question of using agricultural land, potentially double cropping land, for activities other than agriculture. Do you think that what's been proposed here mitigates that problem?

Mark Broomhead (Planning Officer)

Yeah, I think we're quite clear in our view, despite what some of the objections have said, that it's not 1, 2 or 3A, it's classified as 3B/4. And we feel that this site is a suitable site for other reasons. Obviously, any site will have some landscape impact, but in this particular case that's been mitigated and it's only really prominent when you go up the old A30 in its immediate setting.

Chair

Any other questions for the officers? Councillor Tudor. Sorry? No officers, now we are on to... Any other questions for the officers? None at all? Sorry, Councillor Pascoe, sorry I couldn't see your little finger standing up. Thank you, I can see that. Yes...

Cllr Tudor

Probably in the dark against the reflection there. No, actually, I just want to ask, and I am concerned about the vehicular movements, I do have experience of this, as you know...

Chair

This is questions of the officers.

Cllr Tudor

It is a question; I'm getting to it.

Chair

Right, It's not an open debate.

Cllr Tudor

It isn't a debate. Is it possible to be able to put a condition that the vehicle numbers are monitored and actually report, as I have in St Pinnock, sent to the Parish Council each month so that the number of those vehicles are monitored and may be restricted and a restriction on how many they can get to? Just something to think about.

Mark Broomhead

Yeah, I mean, obviously there is a condition free, I believe, that aligns up with the actual support in the transport statement that's been submitted by the applicants, which details, I think, the traffic movements.

Cllr Tudor

But I asked...

Mark Broomhead

But I think that will cover the transport movements from where they're directed. You're on about the actual numbers per...

Cllr Tudor

I am. Because I think monitoring it monthly by the Parish Council. It is a condition on the common tip. It is useful because it does get up to the number, at the maximum number. Numbers will increase.

Mark Broomhead

Umm...But the obviously the from our point of view, from the highways point of view, the actual traffic movements are on a safe route. What are you trying to achieve by restricting the numbers?

Cllr Tudor

Well, we're talking about 35. I mean, numbers will go up as the business increases in volume.

Mark Broomhead

So that will be difficult to monitor that, I believe.

Cllr Tudor

Well, I...

Mark Broomhead

It's up to Members. Well, it's up for members if they want to put something on, but then we have to be careful. Does that stifle the business for the future? And we'll end up having an application come back to reverse that or to vary that condition possibly.

Cllr Tudor

Well perhaps in the meantime Ben [Curnow – Legal] you might want to look at the common one.

Chair

Question of officers? Cllr Long.

Cllr Long

Yes, just to carry on from that, Obviously the reason why we are concerned about the traffic movements is for what happened at Fradden where you had 38 000 tonnes going past people's houses with a on a non-material amendment - and the general public didn't even know was going to be happening until that was approved because it was not done as a non-material amendment at the time. How are we going to protect the people of Roseworthy against undue impact of increased vehicle numbers, and how are we actually going to protect the people of Connor Downs where I suspect some of the vehicles that come from the West would be more excited about using because it's a lot quicker. So how are we actually going to do it? It's very well saying we're going to monitor and put a condition on, but those conditions have to be enforceable. So how are they going to be enforced if this is approved?

Mark Broomhead

I think the main larger vehicles are going to be contractually, as you've heard from the applicant, to come from the A30. Obviously, the smaller vehicles, they can't control which way they come. But we are talking about vehicles on a road that is used by numerous vehicles for traffic purposes, and I don't see how this will have any adverse impact on any of the residents by these vehicles. The road is heavily used as it is, so I don't see how you can say....

PUBLIC COMMENTS TO THE CONTRARY

Chair

Excuse me. Yes, this is a meeting, quasi-judicial meeting, so we expect the public to remain quiet. By all means, if you don't agree with something, you wouldn't be doing this in a theatre, I'm sure, so we don't expect it done here. Thank you.

I mean if members feel they want to limit the numbers we can consider putting additional to that effect. [in the background another muffled voice heard - possibly Ben Curnow looking for other example previous conditions?]

Okay, anything else for the officers? Oh yes, Cllr Tudor. Yes, can you stop chatting amongst. If you can please come up with your own questions [pointing at Cllr Jane Pascoe]

Cllr Pascoe

I have my own questions...

Chair

You've been conversing twice recently with the councillor next to you. If you can now ask your questions thank you.

Cllr Pascoe

Hopefully that's minuted. Thank you. Could the Planning Officer please sort of reiterate.... we've heard from the speakers, and I think one of the main thrusts about there seems to be the location of this application that seems to be a problem. And one of the speakers, you know, has said why didn't the applicant explore brownfield sites or alternative sites? And I wondered for the benefit of the Committee, and maybe other people here, when we are debating the considerations in a moment, if the Planning Officer could just sort of reiterate the 'how we consider it' and how we consider what's in front of us, rather than alternatives. I think it might help.

Chair

I assume what you were getting at is we have to consider what the application on its merits is submitted in front of us?

Cllr Pascoe

That's right and there's an explanation around the sort of legality around that in terms of plan consideration.

Mark Broomhead

The report's quite comprehensive. It's gone through every single issue in my view, and we have expert advice from our own internal experts that nobody has raised any significant objections to the scheme as submitted.

Chair

Any other questions of the officers? No. Right, in that case we're going to open debate. Who would like to start open debate? Cllr Tarrant.

Cllr Tarrant

Thank you, yes. I'm a little concerned about more farmland being taken. I know there's some sort of the grades of the farmland that sometimes can be disputed. I certainly have in the past disputed some of those grades of those farmlands and why, as Councillor Tudor said, why brownfield sites shouldn't be used for this sort of purpose.

And more largely I'm probably concerned that the community hasn't been brought along more with a project like this, when it's going to impact the community around the area. I know that area very well. So those are my concerns with this development, this project. Thank you.

Chair

Next speaker. Councillor Ball.

Cllr Ball

Thank you. Obviously, I know the site fairly well, being a Camborne man, and I've listened to a lot of people's concerns about traffic in the area. Obviously, as we said, the contractual vehicles will come in from Camborne West and any other vehicles that will try to get to the site will also come from Camborne West. Because trying to come up through Connor Downs will slow them down that much, they'll want to come in from the from the West, turning off the A30.

It's a good use of the site in my opinion. And as to Councillor Tarrant's point as to engaging with the community, I know the applicant has come into Cambourne Town Council and spoke to them numerous occasions about the applicant - so I think that the community have been well informed about what's been going on in the area. So, I would be supporting this application.

Chair

Thank you. Supporting and not making a proposal.

Cllr Ball

I'm happy to propose.

Chair

Well, it's entirely up to you.

Cllr Ball

Yeah, I'm happy to propose approval.

Chair

Thank you. We'll carry on with the debate if anyone wishes to second that in the moment. Who would like to speak next? Councillor Tudor.

Cllr Tudor

I think those that have been here for a while on this Committee, we will have seen applications come in where there are hundreds of objections from locals. And, what we sort of bear in mind, is that if the sort of the thrust of those objections are the same, the number doesn't sort of influence the points made. And that's that can be quite a difficult thing to get your head around, especially if, as we've heard from the Divisional Member, you know, when you're facing such a number of objections in your area, it can be difficult. But I'm thinking about what would be the main thrust behind those objections as a whole in general in considering this. And whilst it is a large number, and it is significant; I don't see the points raised in objection to be significant enough to refuse this application. But I'm happy to hear the rest of the debate, what other committee members think.

Chair

You're not seconded or anything at this moment?

Cllr Tudor

Not yet.

Chair

Not yet. Yes. Fine. Next speaker, anyone? Yes, Cllr Harrison

Cllr Harrison

I think my main concerns around the application are the location and the distance from the junction and the amount of traffic that will be going through the village of Roseworthy. I mean, I'm sure lots of you know it's a beautiful valley - you see the belt of Galloway cattle there. If this site had been closer to the junction, I think I'd feel differently - and I just think it's the impact on the Hamlet of Roseworthy for me. I think it's difficult. They're my thoughts anyway. Thank you.

Chair

Thank you. Fine. Anyone else wish to speak in open debates? Yes, Councillor Martin.

Cllr Martin

Thank you, Chair. I'm torn here. Location is an issue. The principle of the activity on that site is admirable, I believe. Whether that's the right location, I'm still torn and unconsidered. Thank you.

Chair

...Jane Pascoe [further undecipherable comment]

Cllr Pascoe

I did [annoyed]. You weren't looking! Cllr Ball – do you have a problem?

Chair

Right, away you go.

Cllr Pascoe

Right, thank you. Yes, I'm still concerned about the vehicle movements and I would like assurance, if I am to support this, that something is in place as similar to Connon. Contractual arrangements don't work... if I can give an example to give people an idea of why I keep bringing this up - anything coming in from Connon is meant to come down the A30, go to Dobwalls, round the roundabout and back up through East Taphouse. It actually..... they don't ...they go up the narrow North Hill. So, I really think that that there

needs to be something in place, and also a restriction in the number of vehicles so there's a target number.

Chair

You're looking for a condition attached to it.

Cllr Pascoe

I am looking for it because I think...

Chair

If we go back to the planning officer in one moment.

Cllr Pascoe

If I could finish...

Chair

Sorry, go on then.

Cllr Pascoe

I was going to say because I think that gives the Parish Council and the residents some comfort. Because I wish them every success with the business expanding, but I do know that it can get larger and larger and then the vehicle movements increase. And that the Parish Council receive a record of those vehicular movements, as does the one in my area, each month or quarter.

Chair

Ok. Mark, would you like to reply to that?

Mark Broomhead

Yeah, I think we can come up with a condition. There was a condition at Cannon, was it? Connon, sorry, Connon. There was a condition there that we can adjust. But obviously, we can ask for a scheme to be submitted. And then we can look at the numbers and then, obviously once we've agreed that, that would be open to the public inspection - but not to be consulted on, but it would be open for them to see what we've agreed.

Chair

Is anyone else wishing to speak on this? Because at the moment we've got a proposal.
Councillor Channon.

Cllr Channon

I'd like to pick up on what Dulcie (Tudor) was saying. There are a lot of concerns. The positive points are, of course, there's an employment issue here. It's going to provide local employment in the area. The A30 of course, or the old A30, is this road. It was quite capable of carrying traffic when it was the A30. It's still quite capable of carrying traffic now. In fact, it has to - when the bypass is closed, for all sorts of reasons, then there's an awful lot of traffic that uses that road. It's just a fact of life, but the road itself is quite adequate in actual fact for traffic. It's not a byway; it's not an old lane and the product is used in agriculture. So I would just like to make that positive points for the situation.

Chair

Right. Cllr Parsons

Cllr Parsons

Thank you chair. Right, OK, so we'll address the loss of agricultural land. Loss of agricultural land is always regrettable, But in a time when commodities are on the floor I fully appreciate and understand why farmers have to diversify - as this business has successfully done for a number of years, so it appears. A little bit uncomfortable with, it's around the large side, so any industrialisation or proliferation of a landscape is always regrettable. It's something that I'm never comfortable with. There are clearly Scheduled monuments or SSI's within close proximity, but I don't feel near enough to have, or be affected by, the impact of this site. Clearly, it's a business. The fact the business is growing shows there is a need, and I think as a Council we should be looking as we do to encourage green waste recycling and wood composting wherever possible. So, you know what, inevitably traffic is going to be an issue, as Cllr Channon has said and Councillor Ball has. I don't know the area that well, I know Praze loosely, but I would suspect if it's the old A30 it's going to be able to cope with the traffic. No objection from Highways, we're not the experts to push back on that anyway, so I would, to get things moving, second Cllr Ball's application to go with officers' recommendation for approval. And I would probably be comfortable if it's as set out, but if others feel we need to add other conditions so be it.

Chair

Fine, thank you Cllr Long

Cllr Long

Yeah, it's really on this idea of this condition. You say you can work through a condition, but how will we know what that condition is prior to coming to a decision? Unless you've got it written down?

Chair

Give us a second, because I was...

Cllr Long

The reason why I asked that through you Chair was the fact that it was implied that leave that with us and we'll work through a condition - but I think we need to hear the wording of that before we come to...

Ben Curnow

What I'd say Councillor Long, and apologies Chair, we were whispering a bit amongst ourselves. We've pulled up condition 9 from Cannon and we're just looking at that - and the Officers will try and adapt that and come back to you with something. It was quite a long condition as well.

?

The proposer and seconder want us to do that at this stage.

Cllr Ball

I wouldn't want to see a business stifled in any way by limiting the amount of traffic that's come and able to come into the site because we shouldn't be doing that as a Council. But I think maybe monitoring of numbers, I think, would be a good idea and then reporting that back to the Parish Councils. I think that would be good, but I don't think we should be putting a restriction on any numbers coming into the site.

Chair

Fine. If anyone wants to speak, you're welcome to, but I mean, we have a proposer and second at the moment, and we're just waiting for these conditions to be addressed. So, who was the next? Peter...

Cllr Channon

Now I think conditions and anything else on that road can be very difficult because there are lots of arctics that use that road now. So how are you going to differentiate between one vehicle and another and put this in a document, I don't see it's going to be really possible. There are several farm contractors who have large lorries that use that area all the time and use that road all the time.

Chair

Dulcie, you had your hand up.

Cllr Tudor

Correct, OK, I will defer to my colleague. Thank you. Can I just be clear? It's the amount of vehicles entering the site that are counted, not every vehicle that's on that road. So that's the thing and there is a good margin.

Chair

Cllr Long...

Cllr Long

My concern is to make sure that this condition is enforceable and relevant to the application. But it is important that something is, if it's going to be approved, that something is done to control not only the numbers but ensure that the routing is adhered to. We can quote as many, many places across Cornwall where you will find residents who are expecting a and getting b - and I think that is something that we now have the opportunity now to make sure that we have something that is, whilst not affecting the business model of the company, also protects the people and residents who may be adversely affected by that approval. So, it's something that we need to work on to make sure we get that.

Chair

Right. Let's give me is it is anything different, Peter? I don't mind taking it, but I think we're about to be addressed with the Magna Carta at the moment. All right. So ready to go.

Ben Curnow (Legal Services)

Thank you, Chairman. I mean, my advice is that we don't impose the condition, but I understand some of the Members have different views on that. So, an example may be no development or groundworks associated shall commence until an operational traffic management plan has been submitted to and approved in writing by the Local Planning Authority. The operational traffic management plan shall include vehicle routing to and from the site, details of the mechanism for vehicles entering...vehicles counting at the site; details of vehicles accessing and leaving the site directly involved with the development nearby through - because obviously there will be other vehicles entering; measures to minimise the potential for queueing of HGVs onto the public highway; regular classified turning counts into the approved site at a minimum of 5 yearly intervals. Reviews - frequency to be agreed in writing with the LPA, taking into account the type and number of vehicles associated with the development, hereby approved, at the approved site and using the junction compared with the overall general traffic using the aforementioned junction, the approved OTMP shall be adhered to at all times.

Chair

Fine. First of all, we'll go to the Proposer and Seconder. Are each of you happy with that, or is there any adjustments? Yeah, I think first of all, your proposal is attached to your proposal. So, it's whether you two are in favour of it at the moment, happy with it.

Cllr Ball

We're not we're not restricting numbers with this condition, are we?

Mark Broomhead

Well, we're just monitoring it really.

Cllr Ball

Yeah, in terms of monitoring, I'm happy.

Mark Broomhead

Making sure, there's no traffic being.... No traffic obviously causing no problem if it's queuing onto the A30, the old A30.

Cllr Ball

Yeah, yeah, I'm happy with that.

Cllr? Parsons

If I can add, I think the traffic management plan before commencement is good. The monitoring of numbers is okay - it's going to create additional work and I'm not exactly sure what the benefit is going to be because it's not going to achieve anything because we're not going to stop them if there are. Because it's like any business, we want it to be successful don't we? So... but if people are minded to go with that we'll go with that, and somebody can ??

I mean, coming in, as Mark said, it's about thinking about the test, isn't it? So, you know, necessary, you know, relevant to planning the development, enforceable, precise, reasonable in all respects. So, it's thinking about the tests really. So, it's not something that you have to have.

Chair

I would take your point, and I think what would suffice to members was if we controlled the routing of the HGVs rather than the numbers entering the site.

Cllr Parsons

And if I can add what Ben said was about being reasonable, I think we're verging on adding additional stuff that in a way is unreasonable. But having said that, if people feel that that's the way for work.

Mark Broomhead

I agree with you as an officer. I think if you amended the condition to control the routing of the HGV vehicles, that would suffice. Then we got a clear steer on what we're actually controlling so I suggest we amend it to that if you're happy to that.

Cllr Ball

Yeah, happy with that

Chair.

Cllr Tudor you put your hand up. Are you still wishing to speak? No. Right, if there's nothing else to be added to that, we do have a proposer and a seconder and the traffic management with the extra conditions just on the route and the HGVs?

Chair

Those in favour [Chairman puts his hand up immediately and does not wait to see if he has casting vote]. Those against? Any abstentions? Yep, Cllr Martin... Okay, so the application has been approved by six votes in favour, four against and one abstention.