

**County Matter: Waste**

**South Hams District: Erection of waste bulking/transfer station and ancillary development on redundant land within existing anaerobic digestion site**

**Location: Higher Challonsleigh, Biogas Anaerobic Digester Plant, Grazalders Farm to New Park Road, Lee Mill**

**Applicant: Langage AD**

**Application No: 1722/20/DCC**

**Date application received by Devon County Council: 10 June 2020**

Report of the Chief Planner

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that, subject to the applicant entering a legal agreement providing a contribution of £5,000 towards the cost of a traffic capacity, safety and amenity scheme for Lee Mill, planning permission be granted subject to and the conditions set out in Appendix I to this report (with any subsequent changes to the conditions being agreed in consultation with the Chairman and Local Member).

**1. Summary**

- 1.1 This report relates to an application for the erection of waste bulking/transfer station and ancillary development at an existing waste treatment facility at Higher Challonsleigh Farm, Lee Mill.
- 1.2 The main material planning considerations in the determination of this application are: planning policy considerations; landscape and visual impacts; highways and traffic impacts; odour impacts; and other environmental impacts including climate change and the benefits of the proposal in terms of energy recovery derived from the waste material.
- 1.3 The planning application, representations received and consultation responses are available to view on the Council website under reference DCC/4184/2020 or by clicking on the following link:  
<https://planning.devon.gov.uk/PlanDisp.aspx?AppNo=DCC/4184/2020>.

**2. The Proposal/Background**

- 2.1 The application site is located approximately 500m to the west of Lee Mill, between Plympton and Ivybridge and to the north of the A38 Devon Expressway. Langage AD is part of Langage Farm which combines two agricultural holdings and a dairy products factory (immediately to the south of the anaerobic digestion (AD) plant). Direct access to the site is via a narrow

lane leading from New Park Road, and there is an agreed HGV routing which avoids the use of that part of New Park Road leading to Lee Mill.

- 2.2 Conditional planning permission (DCC/2804/2009) for the AD plant was given in June 2009, with a further permission (DCC/3343/2012) granted in April 2012 to vary two of the conditions attached to the original consent (relating to the 'as built' scheme and a variation to the approved landscaping scheme).
- 2.3 In January 2016, permission for the extension of the plant was granted (DCC/3811/2015) which increased the capacity of the facility from 13,000 tonnes to 20,000 tonnes per annum and increased the number of HGV deliveries from five to eight per day.
- 2.4 The plant receives food waste, organic waste material from the adjacent dairy factory and waste material from elsewhere. The AD process produces heat, fertiliser and power for use at the factory, and also exports power to the National Grid.
- 2.5 The application site is 465m<sup>2</sup>, and the proposal seeks to extend the existing AD facility with the following elements:
  - construction of a new steel portal framed and clad building (300m<sup>2</sup>);
  - biofilter (75m<sup>2</sup>);
  - storage department (60m<sup>2</sup>); and
  - welfare facility (30m<sup>2</sup>).
- 2.6 The main building's initial use will be for bulking of imported waste materials, for which the current AD facility does not have capacity, for onward transfer to other AD facilities elsewhere. The longer-term aim is to process these waste materials through AD at the site for power production, via either gas injection or electrical input into the national grid, once grid capacity is available.
- 2.7 This building will manage up to 55 tonnes per day, with a maximum annual throughput of 20,000 tonnes (in addition to 20,000 tonnes per annum already permitted). The building will operate on a negative air system, with expelled air passing through the new bio-filter sited on the north side of the building. All materials brought into the building will be removed within 48 hours of receipt and cleaned down with anti-bacterial foam daily to minimise any potential fugitive odour release.
- 2.8 The attached welfare building will replace an existing portacabin to offer improved changing and rest facilities for staff and to offer an area for covered storage of machinery and equipment otherwise left to the elements.
- 2.9 The buildings' colour schemes will be in keeping with the existing main building at the site, with the following materials used:
  - outside walls: 1000/34 metal olive green box cladding;
  - roof: 34/1000 plastisol coated box profile cladding in olive green;
  - doors: olive green insulated overhead sectional;
  - personnel doors: olive green powder-coated metal;
  - windows: white PVC; and

- guttering: half round with 110mm downpipe.

### **3. Consultation Responses**

3.1 South Hams District Council: no objection.

3.2 Dartmoor National Park Authority: no objection.

3.3 Sparkwell Parish Council: objects to the application on highway access grounds relating to inaccuracy regarding the number of proposed movements and road leading to proposal is not appropriate for HGV vehicles, including any potential A38 northbound HGV routing through Lee Mill village. Comment that odour emitting from the plant needs to be carefully monitored.

Conclude that the proposal is for a waste transfer facility where the transportation methods will severely negatively impact the local community. The Parish Council recommends that the applicants pursue their long-term plans for energy generation at the site, rather than just waste storage, such that HGV vehicle movements are not needed to transport the waste.

3.4 Environment Agency: no objection. The site is regulated by the Environment Agency through an Environmental Permit and this permit will need to be varied.

3.5 Natural England: no objection.

3.6 Highways England: no objection.

3.7 DCC Highways Authority: no objection, subject to a legal agreement to a contribution of £5,000, to be paid prior to commencement of the waste transfer operation, towards a scheme for highway improvements at Lee Mill. The proposals will generate 5 two way vehicle movements per day and, whilst the road directly serving the site is narrow, it is considered this small additional amount of traffic would be acceptable noting the lane is not particularly busy, it has some passing places and it is a fairly short distance (400m) from New Road to the site. In addition to the financial contribution requested, there should be a restriction on the tonnage of the new waste facility to 20,000 tonnes per annum.

3.8 DCC Landscape: no objection. The proposals could be accommodated without harming the distinctive character, special qualities and features of the landscape affected subject to securing suitably worded conditions that allow potential adverse landscape and visual effects to be moderated to acceptable levels.

### **4. Advertisement/Representations**

4.1 The application was advertised in accordance with the statutory publicity arrangements by means of a site notice, notice in the press and notification of neighbours by letter. As a result of these procedures three representations

have been received, of which one is in support and two raise objections on the following grounds:

- the increased traffic attracted to the site together with attendant noise and environmental effects on residents through Lee Mill;
- odour impacts on the nearest residential properties.

## **5. Planning Policy Considerations**

5.1 In considering this application the County Council, as Waste Planning Authority, is required to have regard to the provisions of the Development Plan insofar as they are material to the application, and to any other material considerations. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that where regard is to be had to the Development Plan, the determination shall be in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan policies are summarised below and the most relevant are referred to in more detail in Section 6.

5.2 Devon Waste Plan (adopted December 2014)

Policies W1 (Presumption in Favour of Sustainable Development); W2 (Sustainable Waste Management); W3 (Spatial Strategy); W6 (Energy Recovery); W12 (Landscape and Visual Impact); W14 (Sustainable and Quality Design); W17 (Transportation & Access); W18 (Quality of Life) and W20 (Restoration & Aftercare).

5.3 Plymouth and South West Devon Joint Local Plan (adopted March 2019)

Policies SPT1 (Delivering sustainable development); SPT7 (Working with neighbouring areas); SPT12 (Strategic approach to the natural environment); TTV26 (Development in the countryside); DEV1 (Protecting health and amenity); DEV2 (Air, water, soil, noise, land and light); DEV15 (Supporting the rural economy); DEV23 (Landscape character); DEV25 (Nationally protected landscapes); DEV28 (Trees, woodlands and hedges); DEV29 (Specific provisions relating to transport); DEV31 (Waste management); and DEV32 (Delivering low carbon development).

5.4 Other material considerations include:

- National Planning Policy Framework;
- National Planning Policy for Waste;
- Planning Practice Guidance; and
- Plymouth and South West Devon Supplementary Planning Document (adopted 22 June 2020).

## **6. Comments/Issues**

6.1 It is considered that the main material planning considerations in the determination of the proposed development are planning policy considerations; landscape and visual impacts; highways and traffic impacts; odour impacts and other environmental impacts including climate change and

the benefits of the proposal in terms of energy recovery derived from the waste material. These issues are discussed in turn below.

### Planning Policy Considerations

- 6.2 The Devon Waste Plan contains a range of strategic and development management policies, with the latter considered under the relevant topic-specific sections below. Objectives of the Plan include the management of waste in accordance with the waste hierarchy; delivery of adequate waste management capacity through a network of strategic sites; tackling climate change; conserving and enhancing Devon's environment; and avoiding adverse impacts from waste transportation by locating facilities close to major sources of waste and considering local impacts.
- 6.3 Policy W2 (Sustainable Waste Management) of the Devon Waste Plan requires that waste is managed in accordance with the waste hierarchy, which places recycling and recovery of materials above disposal, while Policy W6 (Energy Recovery) provide targets for energy recovery activities. Finally, Policy W3 (Spatial Strategy) provides an approach to the location of strategic and other waste management facilities, and this and the other relevant policies are considered in more detail below.
- 6.4 Policy W3 requires that strategic recycling, recovery and disposal facilities (defined as those capable of managing a minimum of 40,000 tonnes of waste) should be located within or close to Exeter, Barnstaple and Newton Abbot. For all facilities, Policy W3 requires that consideration be given to the use of previously developed land and/or co-location with other waste management facilities and the potential cumulative effects of doing so.
- 6.5 Although Policy W3 refers specifically to Exeter, Barnstaple and Newton Abbot as main settlements and the foci for growth in Devon, the presence of Plymouth on the Plan area's boundary is a material consideration. Policy W6 includes reference to location of sites close to the source energy recovery means and the distance material is transported. Given that the existing and proposed development amounts to a strategic facility, is located adjacent to the A38 and 3km from the edge of Plymouth, and is based on an existing waste management facility, it is considered that the proposal is consistent with the spatial approach of Policy W3.
- 6.6 The proposed waste transfer station and associated development will enhance the capabilities of the current AD plant that has operated from 2009.
- 6.7 Policy W6 emphasises the need to make efficient use of the energy generated by the facilities as well as ensuring that reusable and recyclable materials are recovered prior to the waste's treatment in an energy recovery facility, Policy W5 supports the provision of facilities for the sorting, transfer and recycling of waste where they are located close to the source of the waste or opportunities for its beneficial use and/or are co-located with a complementary waste management location. The proposed development meets these requirements

in being close to Plymouth, which represents a major source of waste as well, as well as being developed as an integrated AD facility.

- 6.8 In conclusion, the proposal is considered to accord with Policies W3, W5 and W7 for the reasons outlined above and, subject to compliance with the development management policies of the Devon Waste Plan that are considered in the following sections, the development is acceptable in principle.

#### Landscape and Visual Impact

- 6.9 Policy W12 (Landscape and Visual Impact) of the Devon Waste Plan requires that waste management development should be sympathetic to the qualities, distinctive character and setting of the landscape, should not have an adverse effect on the natural beauty, distinctive landscape character and special qualities of a National Park and is consistent with Policies DEV23 and DEV25 of the Joint Local Plan. The tests in Policy W12 relating to National Parks reflect paragraph 172 of the NPPF.
- 6.10 The application site is located 2.7 km south of Dartmoor National Park. Whilst the surrounding landscape context is rural, the proposed building design would be perceived as part of the existing AD plant which is well established. Whilst being a large building 9.8m high (which is therefore around 1m higher than the adjacent building of 8.7m height), it would relate reasonably well in terms of scale and character. The location benefits from being already recessed into the ground and surrounded to north and east by hedges and trees that would mitigate potential adverse effects on the landscape and on views to acceptable levels.
- 6.11 Given the potential waste policy benefits of the proposed development, these limited impacts are considered to be acceptable and the proposal in accordance with Policy W12 of the Devon Waste Plan and Policies DEV23 and DEV25 of the PSWDJLP, subject to the inclusion of suitable conditions covering, building materials and colours, lighting and management of planting.

#### Highway and Transportation Issues

- 6.12 The existing voluntary delivery route for waste delivery vehicles accessing and leaving the AD site is designed to avoid the main settlement at Lee Mill. It is understood that this has worked reasonably well, and the operator states that the additional vehicles will use the agreed route. The routing arrangement is secured by existing signage, a 7.5 tonne weight restriction on Moorland Road and a build out at the junction between the site access road and Moorland Road which ensures HGVs turn right (westwards).
- 6.13 The objections received in connection with the application relate to the impact on the road network, particularly New Park Road and the access road from New Park Road to the site. The access road leading to the site is a single carriageway width rural road, relatively straight with good forward visibility for traffic but with no passing places, bounded by high hedges, and subject of a

7.5 tonne weight restriction except for access. The road directly serves Higher Challonsleigh Farm, the dairy products factory and the application site. Vehicles travelling from an easterly direction to residential properties at Mount Pleasant and Venton are also likely to use this road.

- 6.14 Policy W17 (Transportation and Access) of the Devon Waste Plan seeks to minimise the distance that waste is transported. The Policy also requires that development should not have an adverse effect on road safety or the capacity and functionality of the road network, and that transportation impacts on local communities and the environment should be mitigated through infrastructure improvements, reflecting Policy DEV29 of the PSWDJLP.
- 6.15 The highways officer has no objection to the use of the route to gain access to the site, subject to a contribution by the applicant of £5,000 towards a capacity, safety and amenity scheme in and around Lee Mill, with this sum reflecting the degree of additional lorry movements. By including a means of mitigating the impact of the development on the local community, the proposal accords with Policy W17 and Policy DEV29.
- 6.16 In order to ensure the level of traffic remains at the levels indicated in the planning application documents it is proposed that planning conditions be imposed relating to the annual quantity of waste delivered to the site and a limit on the number of waste deliveries to four HGVs in any single day. During the construction period there is likely to be a temporary increase in traffic and, in order to reduce the impact of construction traffic, it is proposed that a construction traffic management plan be required by planning condition.

#### Amenity Considerations

- 6.17 Policy W18 (Quality of Life) of the Devon Waste Plan, together with Policy DEV2 of the Joint Local Plan, seek to protect the quality of life for local residents and require that applications should demonstrate that odour and air quality impacts will be strictly controlled to prevent significant nuisance to properties close to the site or its transportation routes.
- 6.18 The existing site at Langage AD is relatively isolated from residential housing, with the nearest being two properties at Higher Challonsleigh, and cottages at Mount Pleasant being 500m distant. The closest residential settlement of note is Lee Mill which is approximately 1km from the proposed development.
- 6.19 Objection has been received regarding potential increase in odour emissions from the site and existing odour emissions are reported as a significant issue. There are concerns that the extension of the plant would further intensify this impact. These objections are noted, and it is clear that there has been an historic issue relating to odour emanating from the site. However, the control of odour emissions is regulated under the Environment Agency regime under the Environmental Permitting [England and Wales] Regulations 2010, and one of the requirements is that an Odour Management Plan is in place.

- 6.20 The existing Odour Management Plan includes the following elements:
- the operations will manage waste within sealed tanks and pipework;
  - the digesters are routinely dosed with chemicals to reduce the most odorous compounds;
  - the reception hall is kept sealed with a main roller door until deliveries are made;
  - waste delivered during the day is kept in a storage 'pit' whilst waiting processing with a separate door; doors are operated by 'air-lock'(only one at a time);
  - large extraction fans pass the odorous atmosphere within the hall through a biofilter to maintain a negative pressure inside the reception hall;
  - daily monitoring of air quality on the site boundary; and,
  - any odour detected at sensitive receptor locations an investigation of cause, mitigation carried out and Environment Agency informed.
- 6.21 It is noted there is no objection to the proposed extension of the AD plant from the Environment Agency.
- 6.22 When determining waste planning applications, the National Planning Policy for Waste advises that waste planning authorities should:
- “concern themselves with implementing the planning strategy in the Local Plan and not with the control of processes which are a matter for the pollution control authorities. Waste planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced”.
- 6.23 It will be necessary to ensure that the existing planning conditions are maintained at the site to adequately protect public amenity, relating to deliveries in sealed units or close covered trailers, and the reception building being kept under negative pressure during deliveries of waste to the site. Subject to these measures, the proposals are considered to accord with Policies W18 and DEV2 subject to the recommended conditions.

#### Other Environmental Impacts including Climate Change

- 6.24 Paragraph 148 of the National Planning Policy Framework requires that “the planning system should support the transition to a low carbon future in a changing climate”, while Devon County Council has declared a climate emergency and committed to facilitating the reduction of Devon’s carbon emissions to net-zero by 2050. The scope for individual planning applications to contribute to these initiatives will be dependent on the nature and scale of the development being proposed, and relevant considerations are outlined below.
- 6.25 The application proposes an integrated approach to the management of food waste that will ensure that material is most logically dealt with. The current lack of capacity in the Plymouth and South Devon areas is likely to increase

the distance that waste is transported for energy recovery and, therefore, contribute to emissions from vehicles. Provision of new food waste transfer capacity in a location accessible to Plymouth and towns in South Hams will reduce the need for waste collection vehicles to travel to more distant sites.

- 6.26 Policy W6 of the adopted Devon Waste Plan outlines targets that the Authority aims to achieve and maintain with regard to energy recovery from waste. By 2021 the intention is for 377,000 tonnes of waste to provide an energy recovery benefit. The policy requires that energy recovery capacity will be achieved through a combination of means including the retention and enhancement of existing facilities. This proposal seeks to address this target and, once Langage is able to use the feedstock in-house, it is intended to be used in two ways: to increase electrical injection into the Gas Grid Network as well as recovering the additional output as heat energy for use within the AD facility and dairy products factory.

## **7. Reasons for Recommendation/Alternative Options Considered**

- 7.1 The Committee has the option of approving, deferring or refusing this planning application.
- 7.2 It is considered that the proposed development will deliver sustainable waste management by enhancing an existing waste transfer capacity in an area that is currently not well served. While the proposed development has implications for increased highway movements, it is considered that this will not have a significant adverse impact upon the amenity of local residents; and the applicant has offered a contribution towards the costs of a highway enhancement scheme. On balance, it is concluded that any negative impacts of the development are outweighed by the benefits from delivery of additional waste management capacity.

Mike Deaton  
Chief Planner

### **Electoral Division: Bickleigh & Wembury**

Local Government Act 1972: List of Background Papers

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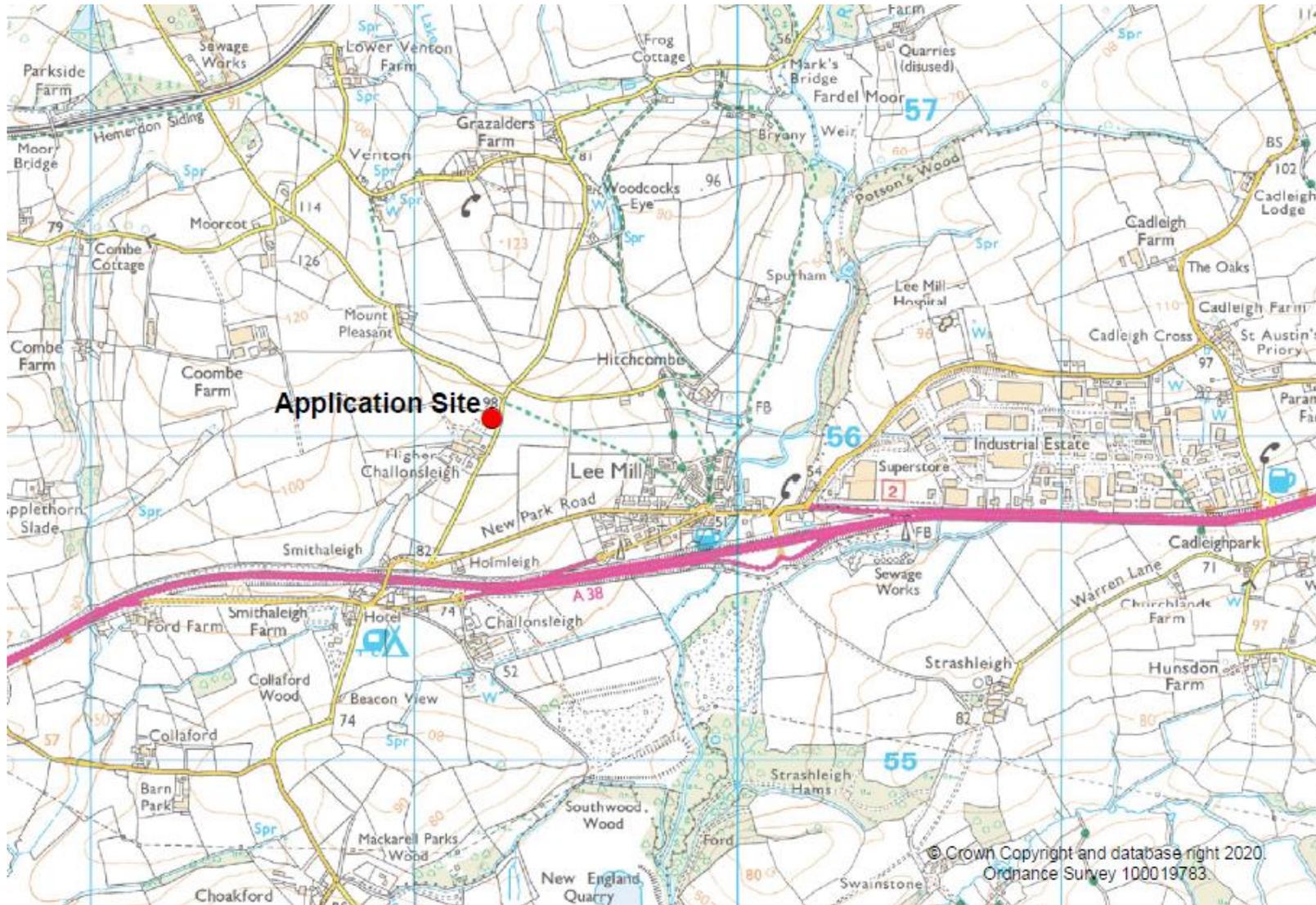
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Casework File

**Date**

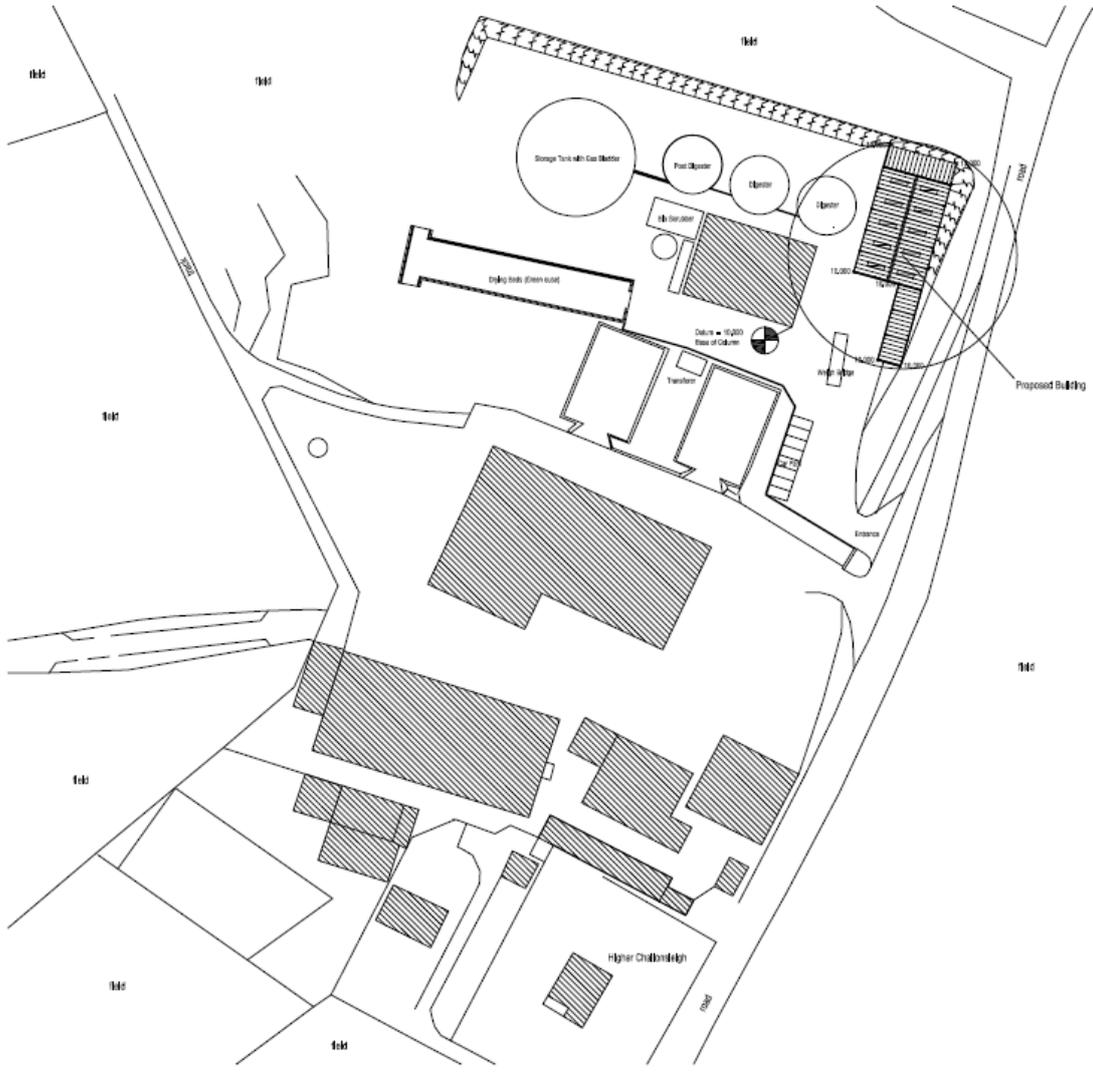
**File Ref.**  
DCC/4184/2020

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Grazalders Farm to New Park Road Lee Mill

## Location Plan



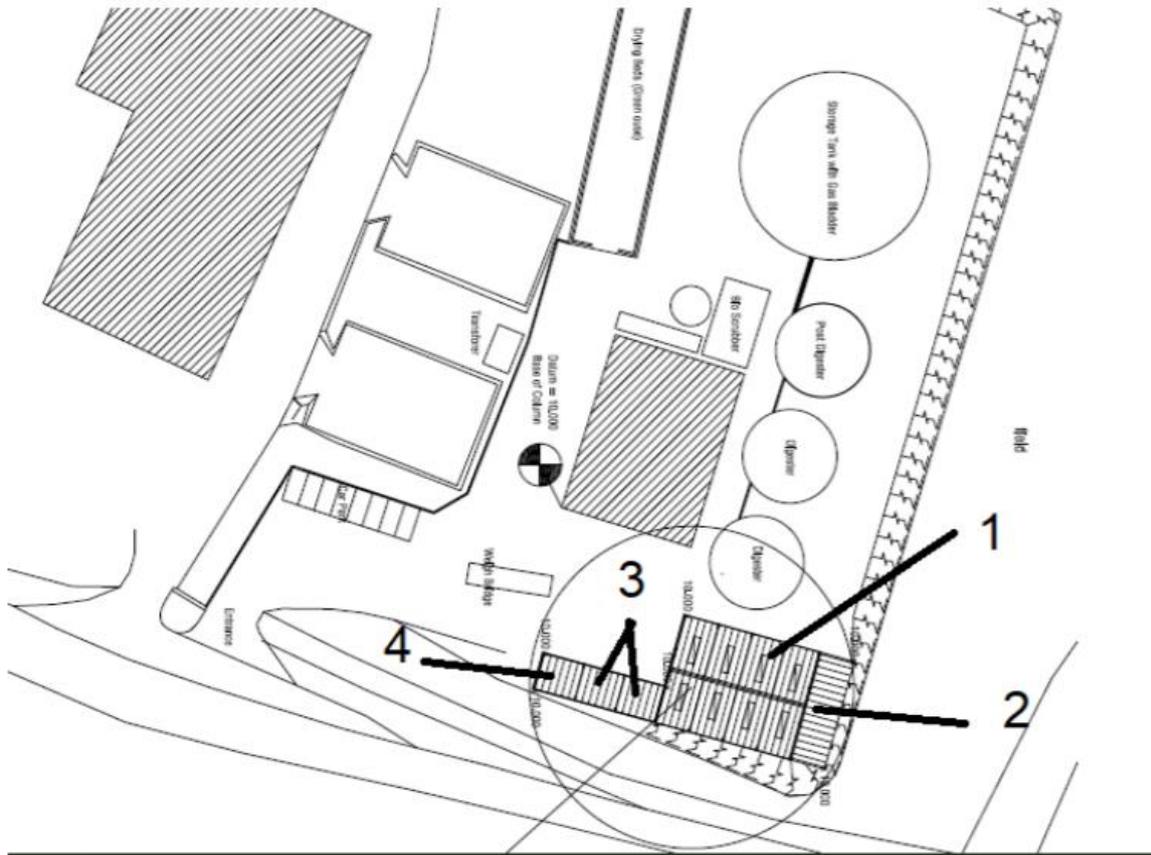
# Site Plan 1 To PTE/20/19



Block Plan  
04-1-2017



**Site Plan 2  
To PTE/20/19**



- 1 Waste storage building
- 2 Bio Filter
- 3 Equipment storage room
- 4 Staff Welfare Facility

## Planning Conditions

### STANDARD COMMENCEMENT

1. The development shall commence within three years of the date of this permission.

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

### STRICT ACCORDANCE WITH PLANS/DOCUMENTS

2. The development shall be carried out in strict accordance with the details shown on the approved drawings and documents numbered/titled:
  - Block and Location Plan (2020.007.03 Rev 0)
  - Proposed Bulking/Hall, Workshop and Filter Enclosure (2020.007.01 Rev 0)
  - Internal Plan (2020.007.02)
  - Supporting Statements and Information (dated 09/06/2020)

REASON: To ensure that the development is carried out in accordance with the approved details.

### PRE-COMMENCEMENT CONDITIONS

### CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

3. No development shall take place until a Construction Environmental Management Plan has been submitted to and approved in writing by the Waste Planning Authority. The statement shall provide details of:
  - (a) the timetable of the works;
  - (b) daily hours of construction;
  - (c) any road closure;
  - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
  - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
  - (f) hours during which no construction traffic will be present at the site;
  - (g) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site;
  - (h) details of wheel washing facilities and obligations;

- (i) photographic evidence of the condition of adjacent public highway prior to commencement of any work.

The development shall be implemented in accordance with the approved scheme.

REASON: To ensure adequate access and associated facilities are available for the construction traffic and to minimise the impact of construction on nearby residents/businesses and the local highway network in accordance with Policies W11 (Biodiversity & Geodiversity), W12 (Landscape & Visual Impact), W17 (Transportation & Access) and W18 (Quality of Life) of the Devon Waste Plan.

#### OPERATIONAL CONDITIONS

#### WASTE RESTRICTIONS

4. The amount of waste delivered to the waste bulking/transfer station hereby approved in any one year shall not exceed 20,000 tonnes.

The operator shall maintain monthly records of all waste entering the site and make them available to the Waste Planning Authority at any time upon request.

The records shall contain details of all deliveries including date, vehicle registration, type of vehicle, type of waste, tonnage of waste and source of waste.

REASON: To minimise the impact of the development on the local residents and the local highway network in accordance with Policies W17 (Transportation and Access) and W18 (Quality of Life) of the Devon Waste Plan.

5. Food waste shall not be stored at the site for any longer than seven days.

REASON: To limit impacts on nearby residents from odours or pests associated with food waste stored at the site, in accordance with Policy W18 (Quality of Life) of the Devon Waste Plan.

6. There shall be no more than 4 deliveries of waste to the waste bulking/transfer station hereby approved by Heavy Goods Vehicle in any one day.

The operator shall maintain records of all deliveries entering the site and make them available to the Waste Planning Authority at any time upon request.

REASON: To minimise the impact of the development on the local residents and the local highway network in accordance with Policies W17

(Transportation and Access) and W18 (Quality of Life) of the Devon Waste Plan.

7. The delivery of food waste shall only take place between the hours of 0830 and 1730 on Mondays to Fridays and between 0830 and 1230 on Saturdays. There shall be no delivery of food waste on Sundays.

REASON: To minimise the impact of the development on the local residents and the local highway network in accordance with Policies W17 (Transportation and Access) and W18 (Quality of Life) of the Devon Waste Plan

#### WATER PROTECTION AND POLLUTION CONTROL

8. Any facilities above ground for the storage of oils, fuels or chemicals including leachate shall be provided with adequate, durable secondary containment to prevent the escape of pollutants. The bunded area shall be designed, constructed and maintained in order that it can contain a capacity not less than 110% of the total volume of all tanks or drums contained therein. All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets shall be directed into the bund. Associated pipework shall be located above ground and protected from accidental damage. Contaminated bund contents shall not be discharged to any watercourse, land or soakaways. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Silage, Slurry and Agricultural Fuel Oil) Regulations 1991 (as amended).

REASON: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework and Policies W16 (Natural Resources); W11 (Biodiversity & Geodiversity), W12 (Landscape & Visual Impact), of the Devon Waste Plan.

#### ODOUR MITIGATION

9. Food waste deliveries to the site shall be contained within sealed units or close covered trailers. There shall be no delivery of food wastes in either open trailers or trailers covered by tarpaulin.

REASON: To prevent odours from food wastes causing loss of amenity along the delivery routes and to local residents in accordance with the Development Plan specifically policy W18 (Quality of Life) of the adopted Devon Waste Plan.

10. The reception building shall be kept under negative pressure during deliveries of waste to the site.

REASON: To protect the living conditions of nearby residents in accordance with the Development Plan specifically policy W18 (Quality of Life) of the adopted Devon Waste Plan.

## LIGHTING

11. The external lighting shall be designed, located, installed and operated in such a way that the lateral and upwards light overspill is minimised. No new lighting shall be installed on site until the lighting details have been submitted to and agreed in writing with the Waste Planning Authority. This shall include the following:
- (a) a layout plan;
  - (b) design of lighting fixtures and mounting height;
  - (c) beam orientation and spread;
  - (d) identify the area of any light spill, detail mitigating measures, and assess the impact of light spill on the receptor;
  - (e) controls (which should include movement sensors, and/or timers where practical to reduce energy consumption); and
  - (f) hours of use.

The development shall be carried out in accordance with the approved details.

REASON: To minimise the visual impact of the site in accordance with Policies W11 (Biodiversity & Geodiversity), and W12 (Landscape and Visual Impact) of the Devon Waste Plan.

## LANDSCAPING AND TREES

12. Existing trees and hedges to the north and east of the site shall be maintained for a minimum period of five years. Any trees, plants or grassed areas, or replacement of it, that is removed, uprooted, destroyed or dies within five years of the date of planting shall be replaced with the same or similar species in the same location.

REASON: To ensure effective restoration and landscaping of the site to minimise the impact on the local landscape and improve biodiversity in accordance with Policies W11, W12 and W20 of the Devon Waste Plan and Policies DEV23 and DEV26 of the Plymouth and South West Devon Joint Local Plan.