

Technology Park

Volume IV - Non-Technical Summary



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1 Introduction

1.1 Introduction.

- 1.1.1 Cornwall Council is seeking planning permission to build the Technology Park on approximately 2.80 ha of employment land, located one mile north of St Austell.
- 1.1.2 The aim of the Technology Park is to create a business cluster near to St Austell that will attract new companies linked to environmental technology manufacturing and the renewable energy industry.
- 1.1.3 A planning application has been submitted to Cornwall Council together with an Environmental Statement (ES) in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. Cornwall Council has commissioned an Environmental Impact Assessment (EIA) to be undertaken; the results of the EIA are reported in the ES.
- 1.1.4 This document is the Non Technical Summary (NTS) of the Technology Park ES. The ES comprises:
- Volume I – Environmental Statement
 - Volume II – Figures
 - Volume III – Appendices
 - Volume IV – Non Technical Summary
- 1.1.5 The Carludon A391 Road Improvement is located adjacent to the proposed Development. The A391 Road Improvement will be submitted as a separate planning application. Details of the proposed A391 Road Improvement are provided in a separate Non Technical Summary.
- 1.1.6 The submitted planning application, including ES, can be viewed online at www.cornwall.gov.uk/carluddon.
- 1.1.7 Electronic copies of the ES can be made available at a fee of £10 per CD. Hard copies can also be made available for a fee of £150, to order a copy please contact Bryony Stocking using the following details:

c/o AECOM
Portwall Place
Portwall Lane
Bristol
BS1 6NB

Tel: 0117 901 7000

- 1.1.8 The ES can also be viewed in person at the following location:

Cornwall Council
St Austell One Stop Shop
39 Penwinnick Road
St Austell
PL25 5DR

2 Description of proposed Development

2.1 Site Context

2.1.1 The proposed Technology Park will cover a site of approximately 2.80ha. The site is located south of Penwithick, east of Carluddon and north of the town of St Austell. The Development site is located on a non-operational china clay mining area of West Carclaze and Baal and a small parcel of agricultural land.

2.1.2 A hybrid planning application for a 2.80ha Technology Park has been submitted to Cornwall Council. The application includes:

Phase 1: Detailed permission for circa. 2300m² gross internal floorspace employment building for B1 (business) and B2 (general industrial) purposes with associated access, parking and landscaping.

Phase 2: Outline permission for remainder of Technology Park consisting of up to 6000m² of gross external floorspace for B1 (business), B2 (general industrial) and B8 (storage and distribution) purposes with associated access, parking and landscaping including full detail of development platforms and site servicing with associated landscaping.

2.1.3 The Technology Park is located adjacent to the proposed Carluddon A391 Road Improvement.

2.2 Development Description

Phase 1 Development (Detailed Planning Application)

2.2.1 The total development area of Phase 1 is approximately 3,396m² with a building footprint of 1477m². The building will be no more than three storeys high (approximately 13.5m tall at its highest point) and will include car parking for up to 89 cars.

2.2.2 The Phase 1 Development will be for a single building which is called the ESAM (an Employment Space for Advanced Manufacturing), which focuses on low carbon and sustainable technology activities. The office will be a mix of the following business classes: office development; research and development, studio's laboratories and high technology and light industry.

2.2.3 Access to the Technology Park will either be from the existing A391, or via the proposed Carluddon A391 Road Improvement if approved by Cornwall Council, with an internal access road for vehicles running from north to south of the site.

2.2.4 Access to the site for pedestrians and cyclists is proposed from the north and west of the Green bridge (proposed as part of the A391 Road Improvement planning application).

2.2.5 The north and east sides of the Technology Park will be landscaped to better fit within the surrounding environment. To the west the Carluddon A391 Road Improvement will provide largely willow woodland species (including native species). However, if the Road improvement does not go ahead, the Technology Park will provide for the northern section of this landscaping. A biomass plant will be installed to generate the heat for the ESAM building. Details of the scale, generating output and fuel type of the biomass station will be provided in the future via a planning condition.

Phase 2 Development (Outline Planning Application)

2.2.6 Phase 2 is proposed as a future development; as such less is known about its final design and make up. In order to complete an assessment of the likely impacts associated with Phase 2, parameters have been set on location, size, design and appearance. The description of this Development listed below represents a maximum scenario, a 'worst case' in terms of visual impact. This provides Cornwall Council with maximum boundaries to consider in their decision to provide "outline consent". This means that the local authority can approve the development in principle, but detailed information must still be provided in the future.

2.2.7 It is important to stress however that within the Phase 2, full permission is sought under this application for unlocking infrastructure such as access roads and footpaths and initial site levelling to provide for development platforms. This will

enable future delivery of this phase to become more viable to the market by removing the costs associated with upfront site preparation.

2.2.8 The Phase 2 Development is made up Development Zones B and C.

- *Development Zone B*: Total development area of up to approximately 1940m², with a maximum building footprint of up to approximately 970 m²; and a maximum height of 3 stories (approximately 15m at its tallest point);
- *Development Zone C*: Total development area of up to approximately 4373m²; with a building footprint of up to approximately 2187m²; and a maximum height of 3 storeys (approximately 15m at its tallest point).

2.2.9 Vehicle access to the Phase 2 Development will be via a road connection from the Phase 1 car park and a junction to the north west of the site. A 3m wide disabled compliant, pedestrian and cycle path is located to the east of the Phase 2 development area, following a tree lined avenue. An additional disabled compliant pedestrian path and a single non-disabled compliant pedestrian path is located within a green corridor, linking the proposed A391 Road Improvement “green bridge” to the south of the Phase 2 development area.

2.2.10 A detailed description of Phase 1 and 2 of the proposed Development is provided in Chapter 4 of the ES which considers the Proposed Development and Alternatives.

3 Rationale for the proposed Development

- 3.1.1 In 2006, an Employment Land Assessment was completed for the former Restormel Borough Council to determine demand and supply for employment sites in the Restormel area. The report found that the employment sites available were mostly not suitable for modern day business requirements. It also found that the St Austell and the China Clay area needed significant long-term support to regenerate the area and meet the economic challenges it faces.
- 3.1.2 Around the same time, Imerys announced company changes that would result in 800 jobs being lost from their mining operations in Cornwall and Devon and 700 hectares of former china clay land no longer being required for operational mining uses. These changes would result in 700 jobs being lost in the Restormel area alone, and included operational land in the West Carclaze and Baal site becoming redundant.
- 3.1.3 A separate Employment Land Review for the whole of Cornwall was completed in 2010. This report had similar conclusions to the 2006 Restormel review, finding the area is lacking in viable, deliverable and modern work space. The former Imerys' West Carclaze and Baal site was also identified as a priority for funding through the Cornwall Councils St Austell, St Blazey & Clay Area Strategic Investment Frameworks to deliver employment space. This funding would come from the European Regional Development Fund (ERDF) Convergence Programme, which provides gap funding to projects that can improve the economic competitiveness of areas which may have difficulty attracting investment
- 3.1.4 In February 2011, the Eco-Bos' West Carclaze and Baal Eco-community planning application was submitted to Cornwall Council and included the area of the proposed Technology Park. This area was shown to be a mixed used development (commercial /community /employment /residential). There has been no decision made on this application to date. However in late 2011, Cornwall Council realised that unless it brought forward an application to build employment space in this area, the opportunity to receive the best available ERDF Convergence funding would be lost as this funding is a time limited funding pot where the project must be complete by 2015. The employment space development is reliant on this funding for it to be viable, therefore it is required to be delivered within ERDF timescales.
- 3.1.5 In December 2011, the Cornwall Council made the decision to proceed with proposals for an employment space, separate to the Eco Bos' West Carclaze and Baal Eco-Community planning application. Following this the Cornwall Employment Sites Study (CES Study) was completed in 2012. This study focussed on identifying sites for employment land within the St Austell/ China Clay area that are deliverable within the ERDF funding timescales.
- 3.1.6 The potential sites identified in the CES Study were assessed using a standard format for the ERDF Convergence programme and marketing requirements identified in the CES Study. The development sites that were considered as deliverable within ERDF timescales are listed below:
- *Technology Park at Carluddon*: Located north of St Austell on 2.8ha of land, which forms part of former china clay works;
 - *Rockhill Business Park*: A previously developed site with a number of plots in an established industrial estate, in the village of Stenalees, north of St Austell on the A391
 - *Victoria Business Park*: A previously developed site with five plots within the established Victoria Business Park, to the south of the A30;
 - *Land adjacent to Altec, Victoria*: 5.7 hectares of land adjacent to the already established Victoria Business Park close to the A30 trunk road and approximately 11.2 km north of St Austell;
 - *St Austell Enterprise Park*: Three Greenfield plots within the St Austell Enterprise park, off the A391, north of St Austell; and
 - *Moorland Business Park*: A greenfield site adjacent to a recently developed business estate located directly adjacent to the A30 corridor at Indian Queens.
- 3.1.7 The positives and the negatives for each site varied, but the assessment found the Technology Park at Carluddon was the site that could best deliver a project within the funding and marketing criteria identified. Further detail on the consideration of alternative sites is provided in Chapter 4 of the ES.

4 Key environmental effects

4.1 Introduction

- 4.1.1 An assessment of the effects of the proposed Development has been completed for each of the specialist environmental topics considered as part of the ES. The assessments are completed based on methods provided by guidelines specific to each specialist topic.
- 4.1.2 The significance of effects that could occur as a result of the proposed Development has been determined by considering the magnitude (level of change from the existing circumstances) of a potential impact and the sensitivity of the environment or objects that could be impacted. Impacts can be beneficial (positive), adverse (negative) or neutral.
- 4.1.3 Effects are described as **major**, **moderate** or **minor** significance, or **negligible**. Effects predicted to be minor or negligible are considered to be Not Significant. While effects predicted to be a moderate or major effect are considered Significant.
- 4.1.4 Where ever possible, measures to mitigate (to eliminate or reduce) potential negative impacts have been included in the design of the proposed Development. Potential impacts that could not be “designed out” have been addressed through other mitigation measures, such as management plans and monitoring.

4.2 Landscape and Visual

- 4.2.1 Chapter 7 of the environmental assessment considers how the proposed Development would affect the landscape character and visual amenity of the study area.
- 4.2.2 The landscape character of the development area is dominated by the activities of the China Clay industry. The proposed Development is located within the Hensbarrow National Character Area and the St Austell and Hensbarrow China Clay Area regional Landscape Character Area. Effects to these character areas will be neutral or slight.
- 4.2.3 The location of the proposed Phase 1 and Phase 2 developments would introduce a new built form into an open site which has been heavily altered by the previous China Clay operations. However, as there are existing elevated commercial buildings at the St. Austell Enterprise Park near Scredda roundabout, the change in character from new buildings is not inconsistent with the local area. This change can be managed by introducing mitigation measures that reflect the local character and screen the elevations of the proposed buildings within the surrounding landscape, such as tree, shrub and grassland plantings. Landscape mitigation can also supports the Cornwall Biodiversity Action Plan, by replacing key vegetation groups of largely willow woodland to the south of the site, Cornish hedgerbanks and heather moorland.
- 4.2.4 The most significant visual effects would generally be experienced by Carluddon Farm to the south of Phase 2 and directly to the east within the surroundings of the Carluddon mini roundabouts. To help screen the impact on South Carluddon Farm, the provision of additional tree planting on embankments is proposed to the south of the Phase 2 development area between proposed buildings and Carluddon Farm. This would screen future building frontages to the south of Phase 2 Development Zone C. Within the local context, the most significant views of the proposed Development are on the existing A391 to immediate north of the Phase 1 building, Caerloggas Downs and Knightor Tip near the Trebal Refinery. The overall visual significance is considered to be moderate and further tree planting is proposed to reduce the visual effects on Carluddon Farm.
- 4.2.5 At key locations within the proposed Development area, including surrounding the Phase 1 and 2 buildings, trees shrub and grass plantings will be planted to contribute to the visual appeal of the development. The landscape mitigation measures for the Technology Park do not attempt to fully screen the proposed buildings as it is considered that their bold, high quality architectural design can contribute to the aesthetic appeal and of the landscape at certain locations.
- 4.2.6 Overall, the landscape and visual effects of the proposed Development are considered to be acceptable and appropriate to the setting and landscape character of the site.

4.3 Noise and Vibration

- 4.3.1 Chapter 8 of the environmental assessment considers the potential noise and vibration impacts resulting from the construction and operation of the proposed Development.
- 4.3.2 Construction work of any type that involves heavy plant activities will generate noise that may disturb local noise sensitive receptors, such as houses and community facilities. However, with appropriate scheduling and careful management and mitigation measures, it is expected that construction noise would result in adverse impacts that are temporary and short term.
- 4.3.3 The noise sensitive receptors that are likely to be most exposed to temporary construction noise impacts are those located adjacent to the Technology Park including Glenrose Cottage (and neighbouring properties), Clayton Terrace, Carluddon Farm. To a lesser extent, noise impacts are also likely at those properties located adjacent to the existing road network due to potential increases in the movement of Heavy Goods Vehicles used in the construction process
- 4.3.4 Construction equipment, such as cranes, compressors and generators, are not recognised as sources of high levels of environmental vibration. Given the distance between the Technology Park construction works and the nearest NSR buildings, it is considered that vibration impacts will be neutral or minor.
- 4.3.5 Through the implementation of appropriate mitigation measures including enforcing speed limits to reduce noise, regular maintenance of construction equipment to limit unnecessary noise and once operational, and conducting noise surveys to ensure that the noise levels during operation meet relevant criteria, noise impacts at the nearest sensitive receptors would be reduced to a less than marginal significance.

4.4 Air Quality

- 4.4.1 Chapter 9 of the environmental assessment considers local air quality effects during construction and the operation of the proposed Development in the opening year of 2015.
- 4.4.2 Air quality is predominantly measured by levels of annual mean nitrogen dioxide (NO₂) and annual mean particulate matter (PM₁₀). NO₂ is typically generated from combustion sources, such as car engines and exhausts. PM₁₀ measures airborne dust and fine particulate matter. Demolition, earth works and car exhausts are typical sources of PM₁₀.
- 4.4.3 The main impacts during the construction phase will be related to PM₁₀ generated during construction and landscaping activities. The release of dust has the potential to cause a nuisance at nearby sensitive receptors (such as houses and workplaces) due to the soiling of windows, washing, cars etc. Dust emissions from the site will be controlled using mitigation measures detailed in a Construction Environmental Management Plan, which will ensure that potential adverse effects are minimised where possible. With appropriate mitigation measures construction related dust will have a negligible effect on sensitive receptors. Exhaust emissions are also likely to be negligible
- 4.4.4 Construction of the proposed Development will have a negligible change in NO₂ concentrations. During operation, the impact of NO₂ and PM₁₀ concentrations is predicted to be negligible.
- 4.4.5 All relevant pollutant concentrations are predicted to be well within EU and national air quality guidelines and objectives, as such overall impacts on air quality are considered to be negligible.

4.5 Traffic and transportation

- 4.5.1 Chapter 10 of the ES considers potential transport impacts of the proposed Development in the opening year of 2015.
- 4.5.2 The predicted impact of traffic from the construction of the Technology Park is not expected to be significant. Although a detailed construction programme is not yet available, it is assumed based on previous experience that the maximum volume of Heavy Goods Vehicles accessing the construction site would not exceed 20 vehicles per day and that route will be similar to those proposed for the construction of the A391 Road Improvement.
- 4.5.3 Following the completion of the Technology Park traffic volumes are predicted to reduce in the majority of locations. There is a small increase in traffic volumes to the south of the development site following the opening of the Technology Park. However, these changes in traffic volumes, as well as potential impacts on common issues associated with developments, such as driver and pedestrian delays, community severance (division that can occur in a community when it becomes separated by a traffic), fear and intimidation from traffic and accidents, are negligible and within relevant guidelines.

4.5.4 When considered in isolation from the proposed A391 road improvement, no adverse impacts have been identified with the proposed Development and as such no mitigation is required.

4.6 Ground Contamination and Mining Legacy

4.6.1 Chapter 11 of the environmental assessment considers the ground conditions at the proposed Development site, the effects of past mining activities and the presence of ground contamination.

4.6.2 The earliest historical Ordinance Survey plans indicate that china clay mining was being undertaken at the site since Circa1881 and expanded from 1938 to 1976 to cover the majority of the site. Since 1991, there has been little change in the land use on the site.

4.6.3 The ground conditions on site have been identified as Made Ground or top soil on weathered granite rock. Man-Made ground is typical in locations where mining activities have occurred and materials are “tipped” or placed throughout the site. Alluvium (loose material deposited by streams or rivers) also exists in valley areas of the site.

4.6.4 Through the implementation of various management plans, including a Construction Environmental Management Plan (CEMP), which includes strict guidelines and adheres to best practice, no significant impacts to ground contamination, soils, human, health, mineral resources and spoil heap stability is predicted.

4.6.5 A Foundation Risk Assessment to assess the risk of construction piling activities creating pathways for contaminated soil to travel into aquifers beneath the site and a geo-chemical assessment of the soil to determine the risk of soils chemically attacking the foundations of new buildings is required and can be undertaken by planning condition. Suggested mitigation from these assessments will be included in the CEMP.

4.6.6 After the implementation of identified mitigation measures, the proposed Development is expected to have no effect to soils, human health, mineral resources and stability.

4.7 Water Quality

4.7.1 Chapter 12 of the ES considers the affects of the proposed Development on the surface water environment, including surface water quality and flood risks.

4.7.2 During construction, surface water pollution impacts could occur from silt-laden runoff (water draining away from the site) if allowed to drain into watercourses untreated; fuel spillages and leaks from construction plant and machinery and chemicals used/stored on site (e.g. cement, paints, etc.) and inappropriate disposal of waste water.

4.7.3 Flooding impacts could occur from blockage of existing drainage ditches or temporary drainage systems from mud/debris and the risk of flooding increases as a result of a temporary increase in impermeable areas on site (areas where fluid cannot drain appropriately).

4.7.4 There are no watercourses within the Technology Park site or adjacent to the site that could be impacted directly by silt-laden runoff flowing over land. The movement of vehicles into and out of the development may deposit mud on the road and the excavation of an access road may generate significant quantities of loose, fine material, that could be washed into the drainage system of the existing A391 and into the drain to the northeast of the site.

4.7.5 Appropriate measures to prevent water pollution and flooding will be required during construction work and will be detailed in a Construction Environmental Management Plan and Pollution Prevention Plan. These measures include developing a drainage system to prevent flooding and silt-laden runoff from entering surface water drains without treatment (e.g. earth bunds, silt fences, straw bales, settlement ponds or proprietary treatment) and storing fuel and other potentially polluting chemicals in a secure and bunded storage area. With appropriate mitigation, the risk to all surface water features from silt laden runoff and chemical spillages during construction are low and no temporary adverse impacts are predicted. Flood risks in construction would be reduced to a negligible impact.

4.7.6 During operation, water runoff will be reduced at its source through the construction of a biomass store and via permeable pavements and storage tanks for hard surface areas. The risk from urban pollution is low and these systems should provide adequate treatment prior to surface water being discharged. As a result, no impact is predicted.

4.7.7 The proposed Development will minimise its water usage by having a meter installed, rainwater harvesting, and flow restrictors on internal outlets, provided as part of plans to meet an excellent BREEAM rating. Therefore no impact on local water supplies is predicted.

- 4.7.8 Wastewater flows from the site will be discharged via a separate system to a nearby sewer. The existing sewer has the capacity to receive additional flows and as a result no impact is predicted.

4.8 Natural Heritage

- 4.8.1 Chapter 13 of the ES examines the potential ecological impact of the proposed Development.
- 4.8.2 Ecological receptors located within, or in the vicinity of, the proposed Development that could be potentially affected include the St Austell Clay Pits Special Areas of Conservation (SAC), located within 15m of the proposed Development, Mid Cornwall Moors SAC, approximately 1.2km to the north, Carbis Moor County Wildlife Sites (CWS), within 200m, and the Treskilling Downs, Trethurgy & Garkar Valley CWSs, located within 1.1km of the proposed Development. In addition, there are nine habitat types, two plant species, (the Western rustwort (a protected species of liverwort) and Bluebell), reptiles, birds and mammals, including bats, dormouse and badger.
- 4.8.3 The construction of the proposed Development could result in impacts from temporary pollution during construction (such as dust), the felling of scattered trees, loss of habitats and the potential loss, disturbance and displacement of fauna and flora. During operation, impacts could predominantly occur from pollution such as dust, increased nitrogen from vehicles and potential spills. The most effective mitigation against impacts is to avoid areas of ecological importance through the design and location of the proposed Development. Where impacts cannot be avoided, mitigation measures to reduce impacts can be implemented.
- 4.8.4 Fields surveys and assessments of ecological impacts have occurred throughout the design and assessment phase of the proposed Development. As a result, potentially significant adverse impacts have been avoided.
- 4.8.5 A number of mitigation measures are required to be implemented, details of which will be sought through a CEMP. Such measures include constructing site compounds and access tracks of the minimum size required for safe working, restricting stockpiling of non-waste materials to specific sites and dust management.
- 4.8.6 Following mitigation, construction will have a slight adverse impact on the St Austell Clay Pits SAC and a neutral to slight adverse effect on the Carbis Moor CWS. The Western rustwort will experience a slight beneficial impact through relocation to a refuge as part of a wider conservation strategy, although temporary risks from pollutants like dust could have a slight adverse effect. Habitats will experience a neutral to slight beneficial impact, bats will experience a slightly adverse impact and reptiles a neutral to slightly adverse impact
- 4.8.7 Due to the proximity of the Technology Park being located close to some designated sites, there will be a slight adverse impact on the St Austell Clay Pits SAC as a result of increased nitrogen being deposited and a neutral to slight adverse impact on the Carbis Moor CWS, Treskilling CWS and Trethurgy & Garkar Valley CWS.
- 4.8.8 The operation of the proposed Development will have a slightly beneficial impact on the Western rustwort as colonies at risk will be transferred to refuge areas. Habitats, reptiles, birds, bats, badgers and dormouse will experience neutral to slight adverse impacts.
- 4.8.9 Overall, It is considered that the proposed Development will have a slight adverse effect on ecological receptors.

4.9 Cultural Heritage

- 4.9.1 Chapter 14 examines the known archaeological remains and built heritage items in the development area and considers the potential for the existence of previously unrecorded archaeological items.
- 4.9.2 Through analysis of historic records and mapping, aerial photographs and a site walkover survey, nine heritage assets were identified within the proposed Development sites of the A391 Road Improvement and Technology Park. Two of these assets date from the prehistoric period. They are both the supposed sites of barrows (mounds of earth and/or stone) however traces of these asset were not found on during a site walkover survey. The remaining seven heritage assets are post-medieval and relate to the agricultural and mining history on site; they include workers smallholdings, a workers cottage and a guide post. These assets were recorded on historic mapping but no trace now survives on site.
- 4.9.3 Physical impacts on the archaeology and heritage on site could be caused by the following construction activities: excavation and blasting associated with construction of the new link roads and infrastructure; construction of compounds/storage areas; construction of compounds/storage areas; construction of units; and installation of drains and other associated infrastructure.

- 4.9.4 A total of six direct impacts on previously recorded archaeology of low value have been identified from the construction of the proposed Development. The nature of the proposed development will mean that it is not possible to preserve any of the assets. However, these assets will be recorded prior to construction and any structures or remains that survive will also be recorded. As a result of the removal of identified heritage assets during construction, there are no further impacts predicted during operation.
- 4.9.5 The proposed Technology Park and the Carludon A391 Road Improvement in-combination have the potential to impact on 13 assets falling within the boundary of the proposed Development. However, all of the predicted impacts on heritage assets resulting from the Technology Park are impacts that would be caused by the proposed road improvement if this alone proceeded. As a result, if consent is given for the proposed A391 Road Improvement, any predicted impacts would occur at this stage rather than the later. Therefore, any impacts arising from Technology Park will be removed/reduced as part of the road improvement.

4.10 Land use, community and socio-economic

- 4.10.1 Chapter 15 examines the potential adverse and beneficial impacts to land use, the community and socio-economic characteristics of the local area and region.
- 4.10.2 The proposed Development will have a major beneficial impact on meeting the land use and employment objectives identified for the area in Cornwall Council's *St Austell, St Blazey and China Clay Area Regeneration Plan*.
- 4.10.3 Approximately 10 Full Time Equivalent jobs will be generated during construction. The higher presence of construction jobs in the local area indicates that a local workforce could largely complete the construction works.
- 4.10.4 Approximately 70 jobs are estimated in 2014 (Phase 1) with a further 100 jobs estimated in Phase 2. Job creation will have a moderate beneficial impact to the local area. During operation, the proposed development will require a largely skilled workforce in the areas of technology and manufacturing. The local area has a high percentage of manufacturing and skilled labour workforce, this suggests that workers from within the local area could be employed during operation.
- 4.10.5 The presence of environmental technology and manufacturing will continue to enhance the green credentials of the local area, particularly in the context of its close proximity to the Eden Project tourism destination. These green credentials may act as a catalyst for attracting new businesses to the area.
- 4.10.6 Community benefits from the proposed Development could be maximised by a commitment to use the maximum amount of available local labour and services during construction and by implementing training programs to increase the skills of the local workforce (preferentially for unemployed or unskilled working age people) so that they can be participate in the operational workforce of the Technology Park.

4.11 In-combination impacts

- 4.11.1 Two planning applications have been submitted which are located adjacent to each other. The EIA assessed both schemes separately and in-combination (together). In-combination, the developments will provide appropriate landscaping, using local plant species and provide linkages for animals such as bat and invertebrates to forage.
- 4.11.2 Should the A391 Road Improvement be consented, this will form the main access to the Technology Park. The provision of non motorised routes and the green bridge means that accessing the Technology Park from the A391 can be achieved through a variety of travel modes and not just by car.
- 4.11.3 In addition, the developments combined to create employment opportunities, with 14 jobs proposed during the construction and 170 in operation.

4.12 Cumulative impacts

- 4.12.1 As part of the assessment cumulative impacts were taken in to consideration, whereby other schemes either awaiting planning permission, those which have been consented (but not built) or whereby works which have started on construction were considered as part of the assessment. A total of 18 projects were identified in the local area and assessed under each of the topic areas.
- 4.12.2 One of the main considerations as part of the cumulative assessment was the eco-community scheme submitted to Cornwall Council by Eco-Bos in 2011. Should the eco-community be granted planning permission, works on the pilot

phase could start at the same time as the construction and operation of this proposed Development, although this is considered unlikely.

- 4.12.3 Both the Technology Park and the A391 Road Improvement will be visible from the proposed eco-community. In addition, there is a risk of increased flooding in the local area due to an increase in hardened (i.e. paved) areas which could prevent water drainage. However, this can be mitigated and is not considered to pose a significant impact. The proposed eco-community has been modelled in to scenarios in the traffic and transportation chapter, and it is known that there will be an increase in traffic going forward which could lead to a build up of traffic in Stenalees and Bugle. Mitigation measures are proposed as part of this scheme and further measures will be required to accommodate other proposals.

4.13 Summary and Conclusion

- 4.13.1 In summary the key impacts of the proposed Development can be characterised as follows:
- 4.13.2 The purpose of the Technology Park is to provide up to 170 employment opportunities specialising in environmental technology and renewable energy.
- 4.13.3 The Technology Park will contribute to the ongoing development of a sustainable economy and will provide long term job opportunities in the local area which are well placed to be serviced from within the existing local community.
- 4.13.4 The Technology Park will be most visible to Carludon Farm, although this will be mitigated through appropriate screening. A Construction Environmental Management Plan will be produced, should the project be consented, which will follow best practice in European and UK environmental standards. This will mitigate against harmful impacts on noise, air quality, ground contamination, the water environment, natural heritage and archaeology.
- 4.13.5 The proposed Development will have a major beneficial impact on achieving transformational regeneration of the area through the delivery of transport, recreation and landscape improvements.