



PLANNING APPLICATION REF: W1/10-0413
ACTORIS LTD (MORRISONS), JEWSON'S SITE, CARNSEW RD. HAYLE

REGULATION 19 TOWN AND COUNTRY PLANNING
(ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND
WALES) REGULATIONS 1999

ENVIRONMENTAL STATEMENT 2nd ADDENDUM

JULY 2011



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Chapter 1

Background

Introduction

- 1.1** This 2nd Addendum submitted on behalf of Actoris Ltd supplements the Environmental Statement ("ES") submitted in April 2010, and 1st addendum submitted in September 2010 ("1st Addendum") relating to planning application reference 10-0413 for the redevelopment of the Jewson Site, which comprises the demolition of existing buildings and construction of a retail foodstore, the formation of car parking, pedestrian links & vehicular access from Carnsew road to service the car park and service yard area and works to and within the listed building ("the planning application").
- 1.2** This 2nd Addendum is provided to comply with the requirements of the Town and County Planning (Assessment of Environment Effects) Regulations 1999, as amended (the "EIA Regulations") relating to changes in circumstances and proposed changes to the planning application in the period from October 2010 to June 2011.

Overview of Proposals

Summary of Proposals

- 1.3** To provide context, summary details of the proposals are set out in this section of the Addendum. A fuller description of the proposed scheme is set out in the original ES (April 2010) – to which this document is an Addendum.
- 1.4** The proposed scheme involves the redevelopment of a parcel of previously developed brownfield land currently occupied by Jewson Builders Merchants' and a vacant retail unit (former Gulfstream Scuba) at Carnsew Road, Hayle.
- 1.5** The proposals encompass a retail development scheme, consisting of the erection of a foodstore, associated car parking, new vehicular access, new pedestrian links and the refurbishment of the listed building. The gross internal floor area of the proposed foodstore is 3,355 sq m – providing a net sales floor area of 1,858 sq m.
- 1.6** The 20th Century buildings on the site are to be demolished. The Grade II listed timber shed is to be retained and renovated as part of the development.
- 1.7** The retail floorspace is to be accommodated within a single building to be located along the north / north western boundary of the site. It is to be



orientated so that it addresses the frontage to Carnsew Road and the relationship of the site to locations to the east including South Quay and Penpol Terrace beyond it.

Overview of EIA Documents Submitted in Connection with “The Planning Application”

1.8 The following section provides a summary of the relationship of all EIA documents prepared and submitted for the Jewson Site (since April 2010) in connection with “The Planning Application”.

Environmental Statement (“ES”)

1.9 The original planning application for the development of the Jewson’s Site was submitted to the Local Planning Authority (LPA) in April 2010.

1.10 As part of the initial submission (April 2010), the following documents were submitted in support of the planning application:

- Environmental Statement (ES)
- Design and Access Statement
- Planning Statement
- PPS4 Impact Assessment
- Transport Assessment and Travel Plan
- Heritage Statement
- Engineering Design Statement
- Landscaping Statement
- Statement of Community Involvement

1.11 The ES submitted in April 2010 consisted of the following:

- Volume 1: Main Document
- Volume 2: Appendices
- Non-Technical Summary

1.12 The ES contained an assessment of the following aspects of the environment likely to be significantly affected by the proposed development:

- Heritage and Archaeology
- Ecology
- Landscaping and Visual Impact
- Transport and Accessibility
- Hydrology and Surface Water Drainage
- Ground Conditions
- Socio-Economics

First Environmental Statement Addendum (“1st Addendum”)

1.13 In September 2010, the 1st Addendum was submitted to the LPA pursuant to Regulation 19 of the EIA Regulations, and duly advertised to accompany a



revised package of plans and proposals for the Site. Those revised proposals comprised, in summary, the following (a fuller account of the revisions are set out in and by the 1st Addendum):

Layout and Access Changes

- Minor re-siting of the roundabout in order to allow left and right turns from Foundry Lane.
- Rearrangement of the car parking area to provide for additional stacking distance for cars entering the site.
- Staff parking positioned within the service yard where 9 staff spaces are provided, bringing the total car parking to 233 spaces.

Changes to the Required Levels / Flood Mitigation Measures

- Finished floor level of the new building increased to 5.36m AOD, to provide a free board of 450mm above the 1 in 200 year plus climate change tidal water level adjacent to the site.
- Proposed levels in the loading yard increased to 5m AOD.
- The northern edge of the site raised to a minimum level of 5.50m AOD through the provision of a wall and a landscaped bund.

Changes to the Design of the Building

- Changes in the finished floor level resulted in the eaves of the building being raised by 210mm. However, the ridge height is maintained at the height of the original submission (14.80 AOD, 9.8m) by changing the angle of the pitch of the roof by less than one degree. The overall height design and appearance of the building, remains unchanged.

1.14 As part of the 1st Addendum, an assessment and evaluation was carried out to consider whether the likely significant environmental effects of the proposals (as revised) were different to those assessed at the time of the submission of the original application in September 2010.

1.15 All of the likely significant environmental effects were re-evaluated as part of the 1st Addendum. No material changes to the likely significant environmental effects assessed as part of the original ES were considered to have occurred with respect to the matters of Construction; Heritage and Archaeology; Ecology; Landscaping and Visual Impact; Ground Conditions; Socio-Economics. Some material changes to the matters of Flood Risk and Transport and Accessibility were considered to warrant updating of the original ES chapters.



Second Environmental Statement Addendum ("2nd Addendum")

1.16 Following further revisions to the scheme, undertaken subsequent to the preparation of the 1st Addendum, a finalised set of application plans and drawings is submitted to the LPA, which represents the final details of the proposals for planning permission that the Applicant requests will be determined by the LPA. This 2nd Addendum is submitted to the LPA pursuant to Regulation 19 of the EIA Regulations to accompany the revised package of plans for the site now put before the LPA.

1.17 This 2nd Addendum assesses the changes to likely significant environmental effects of the development in light of the alterations that have been made to the scheme and planning application. An explanation is also provided where alterations to the proposed scheme are not considered to warrant an update of certain Chapters in the ES as amended by the 1st Addendum.

1.18 A summary of the nature of the final revisions to the planning application submitted in conjunction with this 2nd Addendum are detailed in paragraph 1.20 below, and are set out on the following plans, as appended (which represent the full list of application plans to be determined by the LPA):

- SP241-P01 Rev A Location Plan
- SP241-P02 Rev A Demolitions Plans
- SP241-P03 Existing Site Plan
- SP241-P04 Existing Survey and Mapped Historical Data
- SP241-P05 Existing Roof Plan
- SP241-P07 Rev F Proposed Site Plan
- SP241-P08 Rev D Proposed Road Plan
- SP241-P10 Rev A Proposed Ground Floor Plan
- SP241-P11 Rev A Proposed First Floor Plan
- SP241-P20 Rev C Proposed Elevations (Sheet 1)
- SP241-P21 Rev B Proposed Elevations (Sheet 2)
- SP241-P30 Rev C Proposed Site Sections AA, BB and CC
- SP241-P31 Rev A Proposed Site Section DD
- SP241-P32 Section BB Extract
- SP241-P35 Trolley Store Detail
- SP241-P36 Proposed Section EE
- SP241-P40 Existing Plan
- SP241-P40A Existing Plan
- SP241-P41 Existing Roof Plan
- SP241-P42 Existing Elevations
- SP241-P43 Existing Section through Bay C
- SP241-P43 Existing Section through Bay G
- SP241-P43 Existing Section through Bay K
- SP241-P50 Proposed Plan
- SP241-P51 Proposed Road Plan



- SP241-P52 Proposed Elevations
- SP241-P53 Proposed Section (Typical)
- SP241-P54 Air Vent Detail
- SP241-P55 Hit and Miss Infill Cladding Detail
- SP241-P100 Photo Sheet 1
- SP241-P101 Photo Sheet 2
- SP241-P102 Photo Sheet 3
- SP241-P103 Photo Sheet 4
- SP241-P104 Photo Sheet 5
- SP241-P200 Rev C Colour Elevations – Sheet 1
- SP241-P201 Rev B Colour Elevations – Sheet 2
- SP241-P300 Rev A CGI Elevation View to Store Entrance
- SP241-P301 Rev A CGI Perspective View 1
- SP241-P302 Rev A CGI Perspective View 2
- SP241-P303 Rev A CGI Perspective View 3
- SP241-P304 Rev A CGI Perspective View 4
- SP241-P305 Rev A CGI Perspective View 5
- SP241-LS1 Diagram Illustrating Juxtaposition of 2 sites
- SP241-LS2 Diagram Illustrating Interface (Local)

1.19 The description of development remains the same as originally submitted save for the provision of access by a signalised control junction and is therefore varied as follows:

- A 3,355 sq m (gross internal floor area) foodstore, with 1,858 sq m of net sales area floorspace
- Shoppers car parking (212 spaces)
- A new signal-controlled junction on Carnsew Road to serve the foodstore and car park
- A service access via a T-junction onto Carnsew Road to serve the rear service yard area
- Retaining and renovating the listed building for use as car parking
- New pedestrian links

1.20 The final revisions to the planning application submitted in conjunction with this 2nd Addendum, and bringing about changes to the scheme from the 1st Addendum proposals, comprise the following:

Layout and Access Changes

- The site entrance has been changed to a signal controlled traffic light system in lieu of the original roundabout (as a result of further consultation with Cornwall Council's Highway Department) with ancillary changes including localised level changes.
- Associated changes have been brought about to the internal car parking layout, as a result of the junction amendment.



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- A bus stop has been included within the site as part of the proposals, to enhance ease and convenience of access to the store via public transport.
 - Measures comprising footway improvements to enhance pedestrian connectivity between the site and Foundry Square along and within the Carnsew Road highway frontage have been incorporated into the scheme to ensure enhanced connectivity and 'linked-trips' between the store and town centre.

Landscaping Changes

- The landscaping scheme has been amended in response to representations made by the Council's statutory consultee ICOMOS that the landscaping should primarily comprise hard surfaces and features (as opposed to soft planting and landscaping) in line with the former use of the site. Changes to the landscaping scheme and associated planting schedule have been incorporated accordingly. The landscaping scheme has also been amended to reflect the car park layout changes, brought about by the changes to the junction.

Store Entrance

- The store entrance has been moved marginally northwards along the eastern elevation, for operational purposes, and to reflect its relationship with, and as a result of, the amended car parking layout.

Delivery Yard Enclosure

- The delivery yard enclosure along the southern boundary of the site (adjacent to the existing footpath and residential development beyond) has been modified to incorporate a 'lighter' (less solid) treatment to the top section of the enclosure.

1.21 Each of these changes addresses matters of detailed design. Notwithstanding the relatively minor nature of these changes, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010.

1.22 To summarise, all of the likely significant environmental effects have been re-evaluated as part of the 2nd Addendum. No material changes to the likely significant environmental effects assessed as part of the original ES have been considered to have occurred with respect to the matters of Construction; Heritage and Archaeology; Ecology; Landscaping and Visual



Impact; Ground Conditions; Socio-Economics; Flood Risk. Some material changes to the matters of Transport and Accessibility have been considered to warrant updating of the original ES chapter (as revised by the Transport and Accessibility chapter within the 1st Addendum).

Consultancy Team

1.23 The members of the EIA consultancy team involved in the preparation of this 2nd Addendum are as follows:

- Geraint John Planning Limited
- Corscadden Associates (landscaping and visual impact)
- Terra Firma / Shear Design (ground conditions)
- Wheetwood Environmental Enginners (flood risk)
- TTHC (highways and transportation)
- David Tudor Ecologists (ecology)



Chapter 2

Defining Likely Significant Effects Requiring Reassessment

EIA Regulations

- 2.1** This Statement has been prepared in accordance with the EIA Regulations and therefore reassesses the proposed amendments to the planning application as Further Information under the Regulations.
- 2.2** This submission is made specifically under Regulation 19 of the EIA Regulations.
- 2.3** As outlined above, in view of the amendments made to the planning application, this Addendum updates:
- The ES submitted with the original planning application (reference 10-0413) in April 2010.
 - The 1st Addendum submitted in September 2010.
- 2.4** In preparing this Addendum, regard has been had to Schedule 4 of the EIA Regulations, in terms of necessary information for inclusion within any Environmental Statement. As set out within Schedule 4 of the EIA Regulations, the following information as required by the Regulations is incorporated within the ES. Where relevant, these matters were updated as part of the 1st Addendum and are now updated in the 2nd Addendum:
- Description of the development
 - An outline of the main alternatives studied by the applicant or appellant
 - A description of the aspects of the environment likely to be significantly affected by the development
 - A description of the likely significant effects of the development on the environment
 - A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
 - A non-technical summary.
 - An indication of any difficulties encountered by the applicant in compiling the required information.
- 2.5** An explanation of which of these matters have not materially changed and do not warrant an up-date as part of this 2nd Addendum is set out in para.'s 2.6 and 2.7 below.



Review of ES Chapters

- 2.6** The ES contains the following contextual chapters, which have been reviewed in light of the revised scheme (and with regard to Schedule 4):
- Chapter 1 Introduction
 - Chapter 2 Site Description
 - Chapter 3 Description, Need and Alternatives
 - Chapter 4 Scoping and Consultation
 - Chapter 6 Planning Policy
- 2.7** Upon reviewing the above chapters in light of the 1st Addendum and the further changes to the scheme, it is concluded that the content of Chapters 1, 2, 3 and 6 have not materially changed in light of the revised scheme, and have therefore not been revised as part of this Addendum. Chapters 1 and 2 are contextual and / or describe the site which remains 'static' or constant. The description of development (Chapter 3), as explained in paragraph 1.19 of this Addendum, has not changed - save for the provision of access by a signalised control junction. A summary of this change is set out in para. 1.20 above. Detailed explanation, illustration and assessment of this change is set out in Chapter 3 of this Addendum, and in further detail in the Supplementary Transport Report appended to this Addendum. The need in retail planning and capacity terms for a foodstore in the town (as outlined in Chapter 3) equally has not changed. Given this, and the nature of the alterations to the scheme and associated revised information, the provisions of the original ES remain valid in respect to consideration of alternatives. The planning policy context for the site (contained in Chapter 6 of the original ES) also remains unchanged and valid accordingly. The exception to this is Chapter 4 on 'Scoping and Consultation'. As considerable further consultation with statutory consultees has been undertaken since the application was submitted in April 2010, and has continued post the 1st Addendum, a full update is provided below.
- 2.8** In terms of a description of the aspects of the environment likely to be significantly affected by the development; description of the likely significant effects of the development on the environment; and description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment; these are set out in detail in the review of Technical Chapters section of this Addendum. Given the nature, form and content of this Addendum, it is considered that it also serves as an up-dated non-technical summary of the proposals and the likely significant environmental effects without a need to reproduce a further separate or updated NTS. In terms of preparing this Addendum, no difficulties have been encountered by the applicant in compiling the required information – principally as much is known of the proposals as a result of the lengthy period of consideration of the planning application and the consultation responses generated on it.



Scoping and Consultation Update

2.9 A summary of consultation responses received from statutory consultees in regards to the application since submission of the application in April 2010 is outlined below (source: Strategic Planning Committee, 9th February 2011 – full details are set out in each response).

2.10 Further to the receipt of the consultation responses, substantial further dialogue has been undertaken with the statutory consultees (in particular with heritage bodies and Cornwall Council Highways) in order to address and overcome any concerns (reflected in the final scheme drawings which the 2nd Addendum accompanies):

Environment Agency

- No objection on flood risk grounds to the revised proposals subject to conditions relating to flood defence and resilience measures, surface water management and pollution control.

RSPB

- No objection subject to conditions for surface water drainage to prevent pollution and a lighting scheme.

English Heritage

No objection in general but:

- Requires car park furniture and signage kept to a minimum and to be in keeping with historic setting;
- Recommends applicant discusses the re-opening of the historic slipways with the adjacent landowner who is ING;
- Welcomes renovation of the Listed timber drying shed; and
- Has no objection to the removal of the existing modern buildings.

CABE

- Support proposal for supermarket at this site.
- Building design is well considered.
- Public realm, landscaping and pedestrian links need further thought.

ICOMOS UK

- Design acceptable for WHS location.
- Lighting from store should not draw attention.
- Landscaping and car park structures to be kept unobtrusive.

Cornwall Council Conservation Officer - Historic Environment Service

- No objection to the proposed amended scheme.

Natural England



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- No objection subject to conditions.
 - Natural England welcomes and supports the preparation of the Environmental Statement (ES) to support of the planning application. This covers the issues identified as requiring assessment during pre-application discussions with the applicants agent.
 - The identification of key features and potential impacts of construction and operation arising from the proposal appears to be comprehensive.
 - Require a Construction Environment Management Plan.
 - Supports landscaping proposals.
 - Require confirmation of surface water control to prevent pollutants entering the Carnsew Pool SSSI.
 - Supports lighting proposal and proposal for nature interpretation.

Cornwall Council Historic Environment Service

- Recommend that if consent is given that an archaeological recording condition is included. This would require the archaeological recommendations are undertaken.

Highways Agency

- No objections.
- Considers that the store will reduce trips on the A30 due to retention of shopping trips in Hayle. Requires a construction management plan to ensure construction traffic is managed.

Cornwall Council Highways

- Acknowledges the extant outline permission for the wider harbour redevelopment which would take the highway capacity of the highway network leaving no spare capacity for the additional traffic arising from the proposed supermarket.
- Applicant has not shown that the supermarket plus the consented scheme can be accommodated.
- Particular concern with regard to the Foundry roundabout and the potential for queues off the roundabout.
- The applicant has not shown that the proposed signalised junction will work.
- The pedestrian link to Foundry town centre from the site is not of an acceptable standard. The link requires crossing the road at an uncontrolled crossing whilst the section of footpath beneath the viaduct is narrow.
- Applicants cannot deliver alternative pedestrian routes as this requires use of third party land.
- Bus provision is made and a subsidised bus service offered for 2 years.

Hayle Town Council

Object on the following grounds:



- the proposed highway layout, which will involve the existing signalized pedestrian crossing, access to the service yard, the roundabout serving the store and a new signalized pedestrian crossing in approximately 200 metres on the approach to Foundry Square, will cause an unacceptable level of traffic congestion on the western approach to the town;
- some of the proposed pedestrian links to the Foundry area cannot be achieved without the agreement of the adjacent landowner, which is unlikely to be forthcoming, and the scheme will therefore be poorly integrated with the existing shopping centre and;
- as a result, the development would be sufficiently remote from the Foundry shopping area to deter combined shopping trips and will have a negative impact on the vitality and viability of the Foundry centre and the existing commercial premises along Penpol Terrace.

South West Water

- No objections.

Ramblers Association

- No objections.

Government Office for the South West

- No objections.

2.11 As stated, substantial further dialogue has been undertaken with the statutory consultees (in particular with heritage bodies and Cornwall Council Highways) in order to address and overcome any concerns – and the revisions to the scheme in light of this consultation are reflected in the final scheme drawings which the 2nd Addendum accompanies.

Technical Chapters

2.12 In terms of the technical chapters of the ES which address the likely significant effects of the development on the environment, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. This has been carried out in regards to all of the likely significant environmental effects i.e.:

- Construction
- Heritage and Archaeology
- Ecology
- Landscaping and Visual Impact
- Ground Conditions
- Socio-Economics
- Flood Risk
- Transport and Accessibility



2.13 Conclusions with regards to each chapter are set out within the following sections.

Construction

2.14 The activities associated with the following elements of construction work associated with the development have been reviewed in light of the revised scheme:

- Relocation of Jewson operation
- Demolition of the existing buildings (with the exception of the listed structure)
- Removal of asbestos roofing to listed building and other internal modern features
- Clearance of site
- Implementation of any necessary additional investigations e.g. archaeology, contamination etc
- Remediation of site
- Removal of any contaminated material
- Delivery of construction materials
- Construction of access road
- Excavation of any archaeological remains
- Construction works

2.15 The activities associated with each of the above elements has been reconsidered against the scheme revisions. This reassessment has found that no material changes will be required to the construction programme, hours of operation, construction code of practice and use of materials.

2.16 The mitigation measures proposed in Chapter 5 of the previous ES therefore remain unchanged and will be addressed in a Construction Environmental Management Plan (CEMP).

2.17 In conclusion, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. The likely significant environmental effects of the revised proposals arising out of construction works are not different to those assessed and set out in the ES as amended by the 1st Addendum and therefore no changes to proposed mitigation is necessary. Accordingly, it is not considered necessary for the Construction Chapter to be updated.

Heritage and Archaeology

2.18 The impact of the development on the following elements of cultural heritage resource has been reviewed in light of the proposed revisions to the scheme:



- Below-ground archaeological resource
- Visible archaeological resource
- Standing buildings
- Historic landscape

2.19 The archaeological assessment carried out by Cornwall Council Historic Environment Projects Team and the Heritage Assessment, including Outstanding Universal Value Assessment carried out by James Brotherhood Architects (as submitted to accompany the ES), has been reviewed against the scheme revisions, as have heritage and archaeology consultation responses from the date of submission of the planning application in April 2010.

2.20 The landscaping proposals have been amended to address consultation responses from the heritage conservation statutory consultees. The footprint of the buildings and car park remains exactly the same, as do the proposed materials to be used in any construction works.

2.21 As such, the changes proposed do not adversely impact upon the below ground archaeological resource, the visible archaeological resource, any standing buildings or the historic landscape (i.e. the Cultural Heritage Resource).

2.22 In conclusion, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. The likely significant environmental effects of the revised proposals on heritage and archaeology are considered to have a minor net positive impact, in that the visual impact is more 'in-keeping' with the assessed character of the site and area. Therefore, the minor impact is not considered to change the likely significant environmental effects addressed in the ES as amended by the 1st Addendum. No changes to the proposed mitigation in the ES as amended by the 1st Addendum are necessary. Accordingly, it is not considered necessary for the Heritage and Archaeology Chapter to be updated.

Ecology

2.23 The current ecology of the site and surrounding areas has been reviewed against the revised scheme.

2.24 An assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. It has been



necessary to review the following potential areas of ecological impact:

- Potential impacts on terrestrial habitats and species on the proposed site, arising from construction process and operation.
- Potential impacts on inter-tidal and sub-tidal estuarine invertebrates, fish populations and algae, arising from the construction processes and proposed development.
- Potential impacts on wintering and migratory bird populations in the estuary, arising from construction, land use and changes in pedestrian and road traffic.

2.25 The proposed minor changes to the layout and design of the development, brought about by the revised access arrangements to the site, are not considered to materially alter the impact of the development on the above elements of ecology. The changes will not result in any impact to the features of nature conservation interest on land within, and adjacent to, the proposed development site as well in surrounding aquatic areas.

2.26 The amendments to landscape proposals arising out of the changes to layout and design are equally minor. However, a change is proposed to increase the height of the boundary wall from 1.00m to 1.50m to compensate for the loss of planting, and to reduce the possibility of people gaining access by climbing over the wall. These changes will impede any pedestrian and motorcycle access from the proposed development other than via designated routes as a key element of avoiding disturbance of bird species in the area and minimising any trampling of protected petalwort species. The net impact on ecology arising out of these changes is therefore considered to be nil.

2.27 Therefore no material changes to likely significant ecological effects are expected as a consequence of the revised proposals. No changes to the proposed mitigation in the ES as amended by the 1st Addendum are necessary. Accordingly, it is not considered necessary for the Ecology Chapter to be updated.

Landscaping and Visual Impact

2.28 An assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. It has been necessary to review the following potential areas of landscape and visual impact:

- Potential impacts on the physical landscape
- Potential impacts on the landscape character
- Potential impacts on designated landscapes
- Potential impacts on historic landscape
- Potential impacts on ecological / scientific landscapes



- Potential impacts on visual amenity
- Potential impacts on recreational uses

2.29 In doing so, account has been taken of the following:

- Planning context
- Area designations
- Landscape character designations
- Landscape designations

2.30 In addition, consultation responses arising subsequent to the submission of the original application in April 2010 have been assessed in detail.

2.31 The landscaping scheme has been revised in response to concerns raised by ICOMOS – the following comments were provided by ICOMOS within their consultation response on the application dated 25th October 2010:

"The landscaping proposals include tree screening and grass on the north side adjacent to the dock wall and to east of the site. We consider that these details are inappropriate for the dock area. Instead, the landscaping should have a gravel or other hard surface in line with its former use. If the car park needs screening, it would be preferable to do this through a small structure rather than trees".

2.32 In addressing the above concerns, the landscaping scheme has been revised to reduce the amount of planting on the north and east boundaries of the site and replace this with hard landscaping.

2.33 In conclusion, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. The proposed changes to the scheme are not considered to materially alter the visual impact assessed under the ES as amended by the 1st Addendum. The change to the landscape character is minor positive with an increased emphasis on heritage conservation. Whilst there has been a change (minor positive) this is not considered to change the likely significant environmental effects determined as part of the original ES as amended by the 1st Addendum. Accordingly, given the nature and impact of the minor changes it is not considered necessary for the L&VI Chapter to be updated.

Ground Conditions

2.34 An assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010.



- 2.35** The proposed changes to the scheme will not result in a change in the level of impact the proposed development will have on the ground conditions and potential contamination of the application site.
- 2.36** The alterations to the scheme will not materially bring about any change which will alter the potential main risks identified by the ES. These are: during the construction phase – risks to passers-by, the aquatic environment, spillages and disturbance of contaminated material; and during the operational phase – gases, absorption of contaminants into the water supply, and groundwater pollution.
- 2.37** The alterations to the scheme (the revised signal controlled junction) are on the less sensitive highway boundary of the site away from the aquatic environment, and will bring about no material change in surface run off, contamination, and groundwater.
- 2.38** As such, the potential impacts of contamination on the physical environment and the potential physical geotechnical risks are not considered to change the likely significant environmental effects determined as part of the original ES as amended by the 1st Addendum. Accordingly, it is not considered necessary for the Ground Conditions Chapter to be updated.

Socio-economics

- 2.39** It has been necessary to reconsider the scheme in light of the proposed revisions in relation to all socio-economic effects. The following primary effects arise:
- Effects of retail on both the vitality and viability of the existing town centre and the increase in choice that the store will represent for the residents of Hayle
 - Effects on employment
- 2.40** In conclusion, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. As the size of the proposed foodstore has not changed as part of the proposed changes to the scheme, there is no net impact on the socio-economic issues.
- 2.41** Given that there is no change in this respect, there will be no change to the likely significant environmental effects determined as part of the original ES as amended by the 1st Addendum. Accordingly, it is not considered necessary for the Socio Economic Chapter to be updated.



Flood Risk

- 2.42** The Flood Risk Assessment (FRA) carried out by Weetwood Environmental Engineering has been reviewed against the proposed revisions to the scheme. The FRA assesses the hydrological issues affected the proposed development site. The following potential sources of flooding have been reviewed:
- Mellanear Stream
 - Angarrack Stream / Copperhouse Creek
 - Canal / reservoir
 - Groundwater flooding
 - Surface water flooding
 - Pluvial flooding
 - Sewer flooding
 - Flooding from highways drains and gullies
- 2.43** In addition, surface water considerations and associated impact upon water quality and sediment transport dynamics of the River Hayle Estuary have been reviewed.
- 2.44** The changes would only affect the extent of impermeable areas following the redevelopment of the site. The ES states that the redevelopment will result in a reduction in impermeable surfaces of 940 sq m. This figure will but not materially reduce in light of the scheme revisions. However, since no attenuation of surface water runoff is proposed following development, and in light of the fact that the proposals should still result in a small decrease in overall impermeable areas at the site, it is considered that there will only be a minor positive change to flood risk and not a material change to the likely significant environmental effects as a result nor to the recommendations and conclusion of the ES and FRA.
- 2.45** No changes to surface water regulation on the site are required as a result of the revisions to the scheme.
- 2.46** As the changes to the scheme are not material to the conclusions of the FRA, the FRA reports do not require updating.
- 2.47** In conclusion, an assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010. The proposed revisions to the scheme will not result in any material changes to likely significant flood risk effects of the development. Accordingly, it is not considered necessary for the Flood Risk Chapter (as revised by the 1st Addendum) to be updated.



Chapter 3

Likely Significant Effects Requiring Reassessment

- 3.1** The principal changes proposed (which this 2nd Addendum has assessed) are to the access to the site.
- 3.2** A revised traffic light junction system is proposed in place of a roundabout resulting in the preparation of a Supplementary Transport Report. Consequently a reassessment and re-evaluation of the likely significant environmental effects of the revised proposals is appropriate as a result of the nature of the amended access arrangements. The need for re-assessment is set out in para.'s 3.7 and 3.8 later in this Chapter).
- 3.3** A summary of the assessment of the significance of environmental effects brought about by the revised plans in terms of highways impacts is set out within this Chapter (para.'s 3.9 to 3.19).

Transport and Accessibility

Transport and Accessibility Assessment Documentation

- 3.4** The following is a summary of the approaches to access design, all associated transportation and highways assessment documents prepared and submitted for the Jewson Site (since April 2010) in connection with "The Planning Application", and the relationship of each :
 - The original (ADL) access scheme proposed the closure of the existing access to the builders yard opposite Foundry Lane and creation of a new customer access via a roundabout on Carnsew Road which was to include Foundry Lane. The likely significant environmental effects were assessed in the original ES;
 - In September 2010 a revised roundabout access onto Carnsew Road was proposed and the changes to likely significant environmental effects were considered in the 1st ES Addendum and corresponding revised ES Transport Chapter;
 - As a consequence of further consultation with Cornwall County Highway's Department (CCC Highways) and related further review by TTHC, a signal controlled junction is now proposed. This proposed access, its associated traffic and transportation affects, and its likely significant environmental effects are assessed by the appended Supplementary Transport Report and by this 2nd Addendum.
- 3.5** The Supplementary Transport Report supplements the Transport Chapter (Chapter 10) of the original ES, as revised by the up-dated Transport Chapter



in the 1st Addendum) (both prepared by ADL), and is appended at Appendix 1 of this Addendum.

- 3.6** The Supplementary Transport Report assesses the revised access scheme and the associated impact the proposed development will have on the surrounding network – both in the context of, and assuming, the consented development flows and access arrangements associated with the adjacent Hayle Harbour South Quay Masterplan Development (ref: W1/08-0613). This assessment includes (at CCC Highway's request) a VISSIM microsimulation model of the proposals, and also further details of the pedestrian linkage proposals between the proposed development and the nearby Town Centre. The STR reports all of the work undertaken by TTHC and provides details of the TTHC assessments including the VISSIM work and further information in respect of pedestrian linkage.

Need for re-assessment of Transport and Accessibility

- 3.7** In light of the nature of the changes to the access proposals and associated and consequential changes to predicted highway and transportation implications of the development, further detailed evaluation of the assessments previously undertaken to support the application as amended in September 2010 has been undertaken. A specific request made by Cornwall County Highway's Dept. was to assess the functioning and operation of the new access proposals with the approved access to, and development flows associated with, the Hayle Harbour (South Quay) Masterplan Development scheme (ref: W1/08-0613).
- 3.8** In order to be satisfied that the Jewsons proposals could operate in conjunction with the approved development on the adjacent Hayle Harbour (South Quay) (ING) site, CCC Highways requested a VISSIM microsimulation model of the revised junction proposal be provided. CCC Highways also requested further details of the pedestrian linkage proposals, specifically the width of the footway improvements on the south side of Carnsew Road.

Summary findings of the Supplementary Transport Report

- 3.9** Reassessment of the likely significant environmental effects of the proposed development in transportation and accessibility terms has determined the following summary findings.
- 3.10** The revised access scheme would result in a more efficient operation of the existing highway network with less queuing than the original proposals. The introduction of keep clear markings in the highway network as part of the access solution to the site would mean that the Base plus Development scenario would bring about a slight improvement of the Base 'without development' conditions (source: Supplementary Transport Report para. 8.11



p.31). This represents a change, albeit a moderate positive environmental impact, compared to the original roundabout proposal.

- 3.11** The revised access would be positioned in the same location as the existing Jewson's access and would incorporate Foundry Lane.
- 3.12** The revised proposals also result in associated amendments to the on-site parking arrangements.
- 3.13** Parking will be provided in accordance with CCC standards and National policy guidance. Standard, mobility, staff and parent and child spaces will be provided.
- 3.14** CCC standards for cycle parking are 4% of the car parking provision. Cycle parking will be provided in line with this standard and the spaces will be accommodated close to the food store building entrance. Spaces for motorcycles will also be provided. Provision for an on-site bus stop has now been incorporated within into the development design and layout.
- 3.15** Provision for such facilities (all modes) will be materially similar to the original scheme proposals – the only changes being 15 no. less car parking spaces in total (of which one less will be a taxi bay).
- 3.16** Pedestrian walkways would be provided through the Site, providing links from Carnsew Road to the store entrance. The pedestrian walkway link between the store entrance and the eastern boundary of the site (providing possible linkage to the adjacent site and other walkways through the site connecting to Carnsew Road), has been enhanced in size and legibility terms. An enlarged pedestrian circulation space immediately outside the store entrance has been created. Pedestrian walkway connections to Carnsew Road and the existing footways along this frontage have been improved – through the addition of a segregated route along the eastern boundary of the site, and an improved (more segregated) link through the car park in the vicinity of the retained Timber Drying Shed.
- 3.17** In conjunction with the development, an improved pedestrian link to the town centre is proposed along with a new pedestrian crossing. The crossing will be located between the Site and Foundry Square at the point where the surfaced footway on the north side of Carnsew Road ceases and then continues on the south side.
- 3.18** The pedestrian link comprises improvements to the existing footway along the southern side of Carnsew Road from the proposed pedestrian crossing to Foundry Square junction. The proposed scheme widens the footpath for most of its length to 2 metres. These measures remain as originally proposed, save for further analysis to establish and demonstrate the ability to



implement such works within the highway boundary.

- 3.19** Further technical details in respect of the updated proposals are set out in the Supplementary Transport Report which is appended to this 2nd ES Addendum.



Chapter 4

Summary and Conclusions

Addendum Findings

- 4.1** An assessment and evaluation has been carried out to consider whether the likely significant environmental effects of the revised proposals are different to those assessed at the time of the submission of the original application as amended by changes to the application in September 2010.
- 4.2** The reassessment of the Chapters of the ES and amended by the 1st Addendum has concluded the following:
- The following contextual chapters of the ES: Introduction; Site Description; Description, Need and Alternatives; Planning Policy have not needed to be up-dated. An up-dated Scoping and Consultation overview has been provided to reflect the considerable further consultation with statutory consultees that has been undertaken since the application and associated ES was submitted in April 2010, and has continued post the 1st Addendum;
 - The likely significant environmental effects of the revised proposals arising from construction; heritage and archaeology; ecology; ground conditions; and socio-economics are not different to those assessed and set out in the ES. None of the Chapters of the ES in these respects were revised by the 1st Addendum. It has not been necessary to up-date these Chapters as part of the 2nd Addendum;
 - The likely significant environmental effects of the revised proposals arising from landscaping and visual impact; and flood risk are different to those assessed and set out in the ES (in the case of flood risk, as amended by the 1st Addendum). The proposed revisions to the scheme will result in a minor positive change in these respects, albeit such changes are not considered to amount to material changes to the likely significant environmental effects of the development. It has not been necessary to up-date these Chapters as part of the 2nd Addendum;
 - The only material change to the likely significant environmental effects arising out of the further revisions to the planning application relate to highways and transportation - given the nature of the changes to the access proposals, the detailed further assessments requested by Cornwall Highways, and associated and consequential changes to predicted highway and transportation implications of the development. The likely significant environmental effects of such changes will be potentially greater than other areas of potential impact. Further detailed evaluation of the highways and transportation assessments previously undertaken to



support the application as amended in September 2010, and the likely significant environmental effects to arise has therefore been undertaken.

4.3 Technical details in respect of the updated proposals are set out in the Supplementary Transport Report which is appended to this 2nd ES Addendum. A summary of the findings of the Supplementary Transport Report are reported in Chapter 3 of this 2nd Addendum.

4.4 In overall summary, the changes to the proposals in highways and transportation terms are material, and will result in a moderate positive beneficial change in terms of the likely significant environmental impact of the proposed development.

Requests for Further Information

4.5 Further copies of this 2nd Addendum may be purchased by contacting Geraint John Planning Limited, Sophia House, 28 Cathedral Road, Cardiff, CF11 9LJ. Prices are as follows:

- Paper copy: £50
- CD Rom: £10