## Assessment of Cumulative Effects: The Newquay Strategic Route and Growth Area.

The assessment of cumulative effects is required by the EIA Directive (85/337/EEC, as amended by Directive 97/11/EC) and the UK EIA Regulations 2011. Cumulative effects are defined as resulting from multiple actions on receptors and resources, as a result of impacts from a single project or in combination with other developments. This article looks at how the assessment of cumulative effects, shaped the EIA process for the proposed Newquay Strategic Route in Cornwall.

### The Newquay Strategic Route (NSR) and the Newquay Growth Area (NGA)

There are over 750,000 visitors annually to Newquay, the majority in the summer months, which causes congestion, particularly along the A392 Hendra Road to the south east of Newquay. The NSR will provide alternative access to the A3058 Quintrell (and Henver) Road to the north east of Newquay from the A392, avoiding the town centre.

![Figure 1. The proposed Newquay Strategic Route.](image)

The proposed route currently crosses an undeveloped agricultural valley to the east of Newquay, which will eventually form an urban area, the Newquay Growth Area. The site was first earmarked for development in the Restormel Local Plan (2001) and covers approximately 200ha. The Duchy of Cornwall is the majority landowner of the site. Development will include a mix of shops, offices and community facilities, including a new school, alongside integrated private and affordable housing, with a number of jobs created. It is expected that approximately 3,750 homes would be built within the Newquay Growth Area (Figure 1).

A detailed planning application is being brought forward by Cornwall Council for the southern part of the road, between the A392 Hendra Road and the Par-Newquay branch railway line which will provide access to a proposed park and ride and Household Waste Recycling Centre (HWRC). Subsequent sections of the road will be brought forward as part of planning applications within the Newquay Growth Area. Several planning permissions, accompanied by Environmental Statements, have already been granted, but there is no specified timetable for other development within the Growth Area. It is anticipated that it will be largely complete by 2030.

### Development to be assessed in the EIA

There are two major factors which contributed to the scope of the EIA which will accompany the planning application for Phase 1 of the NSR.

1) The detailed design and transport assessment are being undertaken for the whole route, therefore the decision was taken that the EIA should cover the whole route. This would avoid ‘project splitting’ and would cover any cumulative effects of the road element of subsequent planning applications, e.g. relating to noise and air quality.
2) Best practice has advised that it is reasonable to consider cumulative effects of those projects which already have planning permission. However, in this case, the development of the Newquay Strategic Route will form an integral part of the Newquay Growth Area and identification of cumulative effects is a key issue for this EIA.

Project Interactions

The main interactions between the two developments and how these are being assessed is summarised below.

Data Sharing

There is a large volume of detailed survey information dating back a number of years within the Newquay Growth Area. This mainly relates to a range of ecological and archaeological surveys. These have been used to inform the EIA for the Newquay Strategic Route. Similarly, less information was available for air, noise and landscape from the Newquay Growth Area due to its strategic status and the studies undertaken for the Newquay Strategic Route can be used to inform future development within the Newquay Growth Area.

Assessment of Effects

The assessment of effects of the Newquay Growth Area has not been undertaken as a separate ‘add-on’ at the end of the EIA, but integrated within the assessment for each topic within the EIA as shown in Figure 2.

Lessons Learned

The opening year for the completed route will be 2030 and by this date the Newquay Growth Area will be largely developed. Therefore, the assessment of effects is based on an urban environment rather than a rural one. For instance:

- The route will sit within a townscape, rather than open countryside;
- Ecology issues of severance and habitat loss need to be set within the wider mitigation strategy for the area; and
- Effects of air and noise will be felt by future adjacent communities, rather than existing receptors at some distance from the proposed road.

There is a large amount of strategic information relating to development within the NGA. The development scenario for the Newquay Growth Area is therefore based on a number of strategic documents, and the impact assessment makes the assumption that these strategies are in place.
<table>
<thead>
<tr>
<th>Sustainability Strategy, Aiyana, May 2009</th>
<th>Masterplan</th>
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<tbody>
<tr>
<td>Design Statement, Leon Krier and Colum Mulhern, December 2006</td>
<td>Green Infrastructure Strategy, ADAM Urbansim, February 2012</td>
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<tr>
<td>Pattern Book, ADAM Urbanism, Sept 2005</td>
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*Figure 3: Strategic Information Available*

It is therefore important to set out assumptions for the EIA, particularly in relation to future development. It is equally important to capture the limitations associated with the assumptions, as strategic information will not have the level of detail associated with cumulative projects at the planning application stage.