

Appendix 1.2

Summary of amendments made to original ES submitted June 2000

General Changes throughout Environmental Statement (ES)	<p>The following changes have been made throughout the Environmental Statement:</p> <ul style="list-style-type: none"> • IMF (Intermodal Facility) and IFT (Intermodal Freight Terminal) have been replaced by IFFDC (Intermodal Facility and Freight Distribution Centre). • The development and warehouse footprint has been reduced in Phase 1. • The EIA for the Clyst Honiton bypass has been removed from this ES and now forms part of a separate ES. • The wording 'Former A30(T)' replaced with C832. • The wording 'Link road' replaced with Clyst Honiton bypass. • All references to attenuation ponds have been removed from the ES design based on SuDS. • Reference to the SWARMMS Report 2002 (South West Area Multi Modal Study) has been added to ES. • The wording 'Railtrack' replaced with Network Rail.
Introduction	Sets out the reasons and approach to the updated ES.
Description of site	Updated to take account of site changes between 2000 and 2005.
Planning Policy Considerations	Planning policies have been updated to reflect changes in policies and the addition of new policies that have been adopted since 2000, in particular the Inspector report in the East Devon District Development Plan.
Need for the development	The SWARMMS report published in final form.
Scoping Analysis	This section has been updated to include correspondence received 2000-2003. A copy of the correspondences are included in Appendix 6.2.
Soils and Agriculture	No change.
Geology and Minerals	Hayes Quarry not in lease and currently not operational.
Water Resources	<p>The use of attenuation ponds has been removed from the ES and has been replaced by recommendation of SuDS integral to the built design. Addition of a Flood Risk Assessment to the ES. A compensatory flood plain to replace the area of flood plain that will be lost as a result of the development has been agreed with the Environment Agency.</p> <p>The use of reedbeds in widened ditches within floodplain to compensate for loss of biodiversity and regulation of surface water flow from the built development.</p>
Traffic	An addendum to the traffic report submitted in 2000 has been appended to this report. This addendum expands and updates the Transport Impact Assessment (TIA) from June 2000.
Air Quality	Summarise impacts associated with Clyst Honiton bypass.
Noise	Update operational noise to take account of night time operations. Update baseline noise environment, summarise impacts associated with Clyst Honiton bypass.

Flora and Fauna	<p>Additional surveys for protected species have been undertaken in 2005 to reflect changes in populations between 2000 and 2005.</p> <p>Update and revised mitigation measures based on baseline data.</p> <p>A scoping report for an Appropriate Assessment has been sent to English Nature and a response received. Outstanding issues have been considered.</p> <p>The development footprint has been reduced to allow for the development of an ecological corridor connecting across the north of the application area.</p>
Landscape and Visual Impact	<p>Additional landscape and visual assessments were undertaken from representative viewpoints in April 2005. These photographs have been appended to the report with the original photographs taken in 2000 (Appendix 14.1 - 14.4).</p> <p>Mitigation measures required for flora and fauna and water resources incorporated into an indicative landscape masterplan for the site.</p>
Cultural Heritage	<p>A revised edition of the Cultural Heritage Section was submitted in 2001 following discussions with English Nature and the County Archaeologist. Further detailed investigations were required and the section included in this ES contains information from the original ES, the amended edition (submitted 2001) and recent discussions with English Heritage.</p>
Waste	<p>The waste section has been amended to include recommendations from the Environment Agency on the requirements for investigations to be undertaken on the landfill in advance of Phase 1 development. The results from the investigation can be utilised to determine the best method of remediating the landfill. The consideration that the landfill may contain material that is no longer classified, as inert industrial waste will also need to be considered prior to Phase 1 development.</p>
Material Assets	<p>Updated to take account of residual impacts.</p>
Cumulative Effects	<p>Cumulative effects have been amended to include Science Park and Cranbrook New Community.</p>
Summary of Environmental Effects	<p>Updated.</p>
Environmental Management	<p>Identifies schemes to be agreed in part of detailed submission prior to development.</p>
Non Technical Summary	<p>Updated.</p>