

Main Environmental Issues	Potential Environmental Effects	Mitigation Measures / Comments
Soils and Agriculture	26.4 hectares of agricultural land will be lost to Phase 1 of the development, this includes: <ul style="list-style-type: none"> 17.8ha of 'best and most versatile' agricultural land 8.6ha of lower quality and non agricultural land. Topsoil stripped in Phase 1 will be utilised within the site or could be utilised in nearby developments. The impact is assessed to be moderate adverse and irreversible.	Top and sub soil will be conserved and retained for on site landscaping. Excess soils will be made available for other construction projects in the area.
Geology and Minerals	A large part of the study area is identified in the Minerals Local Plan (adopted June 2004) as a sand and gravel resource area. It is estimated that 1.6 to 1.8M tonnes of building sand would be sterilised. Potential for the IFFDC to be a node for aggregate supply. The impact is assessed to be moderate adverse to beneficial	The study area contains sand and gravel deposits of the Dawlish Sandstone series. Phase 1 would involve extraction of sand and gravel deposits prior to the development of the plateau. These will be utilised in the development phase. Minerals sterilised by the development could be extracted following decommissioning of the development.
Water Resources	<i>Surface water</i> Part of the development area is located within the 1 in 75 year flood plain of the River Clyst. The characteristics of surface water runoff to the River Clyst will change as a result of the development. <i>Ground water</i> Reduced volume of recharge from the development footprint.	A compensatory floodplain has been agreed with the Environment Agency to account for loss of floodplain to the development. The area of the compensatory floodplain is larger than the floodplain lost to the development. Drainage schemes will be designed in accordance with SuDs to control runoff quality and quantity in accord with a sustainable development strategy. Reedbeds designed within existing ditches in the floodplain. Permeable surfaces to allow clean water to percolate to ground water. Due to the development of the Clyst Honiton bypass the increase in HGVs on local networks will be negligible as the HGVs will utilise the bypass to access the A30(T). On a regional basis the use of rail will reduce the long distance trips required by HGVs.
Traffic	The development will result in an increase in HGVs in the area. There will be up to two train movements to the development per day. The impact is assessed to be moderate and beneficial on a regional basis.	Use of landform screening. Rail terminal screened by buildings. Operations will primarily be within buildings.
Noise	Increase in day and night noise levels and residential properties in close proximity to the development. The impact is assessed to be minor adverse.	Use of landform screening. Rail terminal screened by buildings. Operations will primarily be within buildings.
Air Quality	Nationally and regionally the development would be beneficial increasing rail transport of heavy goods. Locally air quality impacts associated with Clyst Honiton bypass.	Good practice site management during the construction phase. No mitigation measures required during operational phase.
Flora and Fauna	There are no Sites of Special Scientific Interest, Local Nature Reserves or other nature conservation designations within the site. The River Clyst is a tributary of the Exe Estuary and therefore provides a potential pathway to the Exe Estuary international designated Special Protection Area. The development of Phase 1 will result in the loss of areas of hedgerows, woodland, trees and drainage ditches/streams. There are a number of protected species identified within or adjacent to the Phase 1 development boundary.	The wildlife value of the area within the floodplain of the River Clyst will be enhanced through development of reedbeds and extension of wet woodland. A woodland corridor has been designed as a route connecting the floodplain to agricultural land in the east. Areas of hedgerows and woodland will be planted to compensate for loss of habitats. These areas will be managed for nature conservation. Licence applications to English Nature are required for protected species.
Landscape and Visual Impact	The visual effect of the development in the construction phase is assessed as moderate adverse. The impact will reduce as the proposed planting matures. Landscape measures assessed as moderate adverse, through loss of existing landscape character types.	A well-designed, high quality built development with associated planting infrastructure would be designed to minimise the impacts on the landscape amenity of the area and visual impacts.
Cultural Heritage	There are no Scheduled Ancient Monuments within the site, however, English Heritage have assessed it as a multi-period site within Phase 2 as potentially of National Importance. This site has been partially excavated and recorded as part of the Hayes Quarry development. The impact on the archaeological resources is assessed as moderate/major. Due to the development proposals the remains cannot be preserved in situ.	A full record of preservation by record is required. This will entail excavation of all features of archaeological interest, which are subject to development. A full analysis and assessment of the data will be published in an appropriate volume or journal. The benefits of this programme of mitigation excavation would be to considerably enhance the understanding of the prehistoric, Romano-British and medieval settlement of the area. Detailed records will be maintained and published of the features that will be lost.
Waste	A landfill within the site will require removal or relocation within the site. The landfill is currently considered to be in a stable condition and has a low risk with respect to pollution.	A detailed source-pathway-receptor risk assessment required prior to development of Phase 1 to assess the potential impacts on the environment/humans.
Material Assets	Hayes House and farm buildings will be demolished. Hayes sand and gravel quarry, not in lease, would form part of the development proposals. Loss of agricultural land currently in farm business tenancy. Potential effects on groundwater recharge. Impacts on licensed and unlicensed abstractions. Loss of archaeological features that are of national importance.	Conservation of soils and geological resources where practical. Permeable surfaces to allow clean water to percolate to groundwater.

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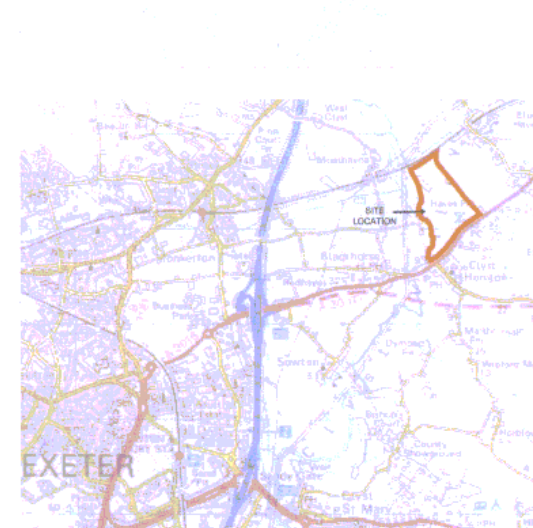
Exeter Gateway

Proposed Intermodal Facility and
Freight Distribution Centre

Updated Environmental Statement

October 2005

Summary of Environmental Statement



Prepared by



Wardell Armstrong
Engineering & Environmental Solutions

Description of the development

The purpose of Exeter Gateway is to encourage the bulk transport of containers by train as the terminal provides a facility to interchange bulk cargos from rail to road and vice versa. At Exeter Gateway there may also be scope for integrated air, rail and road transport.

The proposed development would take place in two phases, Phase 1 being the subject of the outline application. The development will consist of a rail siding connecting to the main Exeter St Davids to Waterloo rail line. The sidings and rail link would consist of two reception sidings approximately 400m long plus a third escape siding, connected by an engine head shunt. Buildings at Exeter Gateway will comprise warehousing suitable for the handling and storage of containers. Take up of floor space is likely to be for transport logistic centres or single user distribution centres, for example food retailing. Phase 2 of the development would involve the construction of a second siding connection to the mainline and additional buildings effectively doubling the volume of freight trains to the site.



More information:

The application for Phase 1 of Exeter Gateway was submitted in June 2000 and was accompanied by an Environmental Statement.

Exeter Gateway comprises an intermodal facility and freight distribution centre – the purpose of which is to increase the movement of heavy goods by rail.

The development now forms a part of the Exeter Area of Economic Development. Due to the time that has elapsed since the original application, East Devon District Council requested that the original submission be updated.

This leaflet summarises the main findings of the Updated Environmental Statement.

Copies of the Non Technical Summary can be obtained from:
 East Devon District Council
 Council Offices
 Knowle
 Sidmouth
 Devon
 EX10 8HL

Copies of the full Environmental Statement can be viewed at East Devon District Council during normal office hours.

Copies of the Environmental Statement can be purchased from:
 Wardell Armstrong LLP
 Collingwood Buildings
 Collingwood Street
 Newcastle upon Tyne
 NE1 1JF

Cost £80 for a bound copy
 £20 for a digital version on CD-ROM

The Non Technical Summary and other information relating to this application can be viewed on the planning portal of East Devon District Council
 website: www.eastdevon.gov.uk