

## SECTION 14: SCHEDULE OF CHANGES

The paragraphs below provide a schedule of the principal changes to this section of the Environmental Statement since the application to Cheshire County Council/amended application to the Department of Trade & industry, of 26 July 2007.

### All Sections

- Minor textural changes to provide clarity on the distinction between the overall project and its constituent elements to ensure consistency of style and nomenclature throughout the ES.

### Section 14.1

- Addition of section 14.1.1 to distinguish between the two applications, subsequent sections re-numbered.
- Revised to take account of two applications and the addition of the Meadow View/Pool Lane roundabout as a key road junction.

### Section 14.2

- 14.2.1 revised to take account of latest guidance for Transportation Assessments and the preparation of a bespoke Workplace Travel Plan and Freight Management Plan.
- Sections 14.2.2 – paras 14.2.2.1 to 14.2.2.3, Planning Policy, re-numbered Section 14.3 – paras 14.3.1 to 14.3.3.
- Section 14.2.2.4, Local Policy, re-numbered 14.3.4 and section added on Cheshire Replacement Waste Local Plan.
- Section 14.2.3, Traffic Flow Assessment re-numbered 14.4 and revised to take account of 2007 base year traffic counts, revised 2022 design year and traffic growth rates.

### Section 14.3

- Section 14.3 Baseline re-numbered 14.5.
- Section 14.3.1 Intermodal Port re-numbered 14.5.1.
- Section 14.3.1.2 Ports with Dedicated Container Terminals re-numbered 14.5.2.
- Section 14.3.1.3 The Current Berth Facility re-numbered 14.5.3.
- Section 14.3.2 Rail Freight re-numbered 14.6.
- Section 14.3.2.1 UK Rail Freight Industry re-numbered 14.6.1.
- Section 14.3.2.2 Freight/new re-numbered 14.6.2.
- Section 14.3.2.3 English, Welsh and Scottish Railway re-numbered 14.6.3.
- Section 14.3.2.4 Direct Rail Services re-numbered 14.6.4.
- Section 14.3.2.5 Rail Freight re-numbered 14.6.5.
- Section 14.3.2.6 Rail Freight Operating Structure and Arrangements re-numbered 14.6.6.
- Section 14.3.2.7 Rail Passenger Facilities re-numbered 14.6.7.
- Section 14.3.3 Highway Traffic re-numbered 14.7 and amended to take account of updated traffic figures.
- Section 14.3.4 Accessibility by bus re-numbered 14.7.1 and amended to take account of updated bus timetables.
- Section 14.7.2 Rail Services added.

- Section 14.3.5 Accessibility by Pedestrian/Cyclists re-numbered 14.7.3 and updated.

#### **Section 14.4**

- Section 14.4 Assessment of Impacts re-numbered 14.8.
- Section 14.4.1 Planning Policy, re-numbered 14.8.1.
- Section 14.4.1.1 Site Overall, re-numbered 14.8.2.
- Section 14.4.2 Freight Movements re-numbered 14.8.3.
- Section 14.4.2.1 The DTI Application re-titled and re-numbered 14.8.4 the DBERR (RDF) Application.
- Section 14.4.2.2 The CCC Application re-numbered 14.8.5 and mode split of transport of materials revised to give a “worst case” scenario for daily HGV movements.
- Section 14.4.3 Total Material Generation and Modal Split re-numbered 14.8.6 and daily HGV numbers revised to give a “worst-case” scenario.
- Section 14.4.4 Impact on Shipping re-numbered 14.8.7 and revised.
- Section 14.4.5 Impact on Rail re-numbered 14.8.8 and revised.
- Section 14.4.6 Highway Trip Generation re-numbered 14.8.9 and revised to take account of updated traffic figures.
- Section 14.4.6.1 Car Parking re-numbered 14.8.10 and revised.
- Section 14.8.11 Accident Analysis added.
- Section 14.8.12 Highway Link Flows added.
- Section 14.4.6.2 Junction Operation and Assessments re-numbered 14.8.13 and revised to take account of updated traffic figures.
- Section 14.8.14 DBERR and CCC Application added.
- Section 14.4.7 Pedestrian/Cycle Trip Generation re-numbered 14.8.15 and revised.
- Section 14.4.8 Construction Impacts renumbered 14.9 and revised.
- Section 14.4.9 Cumulative Impacts removed as this is now included in Section 14.8.13.

#### **Section 14.5**

- Section 14.5 Mitigation Measures re-numbered 14.10 and revised.

#### **Section 14.6**

- Section 14.6 Summary of Residual Impacts re-numbered 14.11 and revised.