

# Schedule of Responses – Appendix H.1

## *Accommodation Theme*

When reading this schedule, it is useful to have read the following complementary documents:

- **Chapter 5 of the Consultation Report** – the main chapter which describes how EDF Energy has analysed the consultation responses and details how the schedule of responses works
- **Schedule of Responses Framework** from Appendix H – the categorisation framework used by EDF Energy when analysing the consultation responses
- **Consultee Comment Key** from Appendix H – to allow consultees who returned a response to consultation to identify which topics contain their comments

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	In terms of the construction period for the employee accommodation, it is noted that this is due to commence in 2011. The Agency seeks further clarification as to any potential cumulative impact with the development proposed at J23, J24 and the wider Cannington proposals.	88860-14-18194	/			Consultees raised a diverse range of issues including the effect of the on-site campus on the village of Shurton, the risk of displacing visitors from tourist accommodation and of displacing locals from affordable housing, and impacts on the local road network. The latter point is dealt with in responses to transport matters.
Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? It is totally unsuitable to have a hostel/campus so close to the hamlet of Shurton. There will be nothing for the workers to do in the village. Surely they would want to be close to pubs, cinemas, shops and other facilities. I believe crime such as drink driving related will increase as the workers will be bored - the proposed site is not within walking distance of any facilities. Local residents will have so much disruption and life changing events to cope with, light pollution, noise and traffic, a campus will only add to this.	9731-14-2833			/	The way in which EDF Energy has responded to concerns about the impact of its accommodation proposals on the village of Shurton is set out in the <b>Accommodation Strategy</b> . Briefly, EDF Energy believe that an on-site campus for workers is important to support construction on the site and to reduce road trips. A number of modifications were made to the proposed on-site campus to seek to reduce its impact. Following the Stage 1 consultation a landscape bund was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more comprehensive changes were made, and these are now incorporated into the Development Consent Order proposals. They include: scaling back the size of the on-site campus from 700 to 510 bedspaces in order to minimise the intrusion into the local area. It was considered that any further reduction in the size of the on-site campus would materially reduce its operational efficiency and also increase the transport impacts on the local road network;
Tractivity 1036	Public	Stage 2	4. Any other ideas or comments? You obviously intend to import a large number of French workers, which will cause huge infrastructure problems, transport, food, sheer volume of people trying to access local facilities and cultural difficulties.	9794-14-1612			/	
Tractivity 1040	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I don't believe you have given enough thought to the existing roads and villages and the detrimental impact you will have on them. You are going to affect a great many peoples lives - not for the better!	9798-14-6709	/			
Tractivity 1064	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Completely unworkable, total lack of planning re accommodation and transport and no consideration given to environment or local population.	9822-14-6677			/	<ul style="list-style-type: none"> <li>making the layout of the campus more compact;</li> <li>lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south;</li> <li>repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site; and</li> <li>repositioning the sports pitches to the north east of the site to facilitate public use.</li> </ul>
Tractivity 1213	Public	Stage 2	9a. Any other ideas or comments? Short term development with long term consequences, especially environmentl.	9971-14-6546			/	
Tractivity 1377	Public	Stage 2 Update	This is going to destroy tourism due to lack of accomodation	89643-14-118			/	In terms of the risk of Hinkley Point C (HPC) workers displacing visitors from tourist accommodation, following the Stage 2 consultation EDF Energy undertook detailed analysis of the availability of tourist

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Tractivity 226	Public	Stage 1	4. Any other ideas or comments? Transport on main Hinkley Road is a VERY BIG ISSUE with regard to current workers; and will be a MASSIVE ISSUE when workers start traveling to the construction site. There is already construction traffic on this road from Cannington to Hinkley. THINK about those who live along this road! Pollution both in carbon and noise together with safety. Why is there not already a park and ride - study the cars at peak travel times from Hinkley and most cars only have one occupant.	8928-14-936	/			accommodation locally. This analysis was presented in the draft Accommodation Strategy published alongside the Stage 2 Update consultation, and has been further updated in the <b>Accommodation Strategy</b> submitted with the application for development consent. The analysis shows that there is a large pool of tourist accommodation that could potentially be utilised by the construction workforce, particularly in off-peak periods, without displacing local tourists. This offers economic benefits both to tourist accommodation providers and to other related local businesses. It is estimated that there are approximately 28,000 tourist bed spaces within the three local authority districts surrounding the Hinkley Point site. Average occupancy levels for this accommodation outside of peak holiday periods are typically in the range 20-50% - meaning a large pool of tourist accommodation (between around 14,000 and 22,000 places) could potentially be utilised by the construction workforce in off-peak periods.  Concerns were also raised about the risk of HPC workers displacing local people from affordable housing. EDF Energy is confident that its proposals would not have a detrimental impact on the local housing market. However, in its Stage 2 Update consultation, EDF Energy proposed to establish a £5m Housing Fund to boost the supply of local housing.
Tractivity 230	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Naturally I am totally opposed to the proposal for on-site accommodation in the location you have identified. It will add insult to injury for Shurton residents and it will make additional hell for the area in general. If you do build the hostel and then after construction turn the space into a car-park for outages it will be abused as a facility and will cause additional light and noise pollution. I am dismayed by the damage proposed to Williton.	8931-14-3376	/			
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous. The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful. To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.	8968-14-1993	/			
Tractivity 447	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The consultation document anticipates that some 2,400 non-local workers will need to be accommodated in the area during the construction phase. The suggestion (in the indicative percentages set out in Table 4.1) is that 35% (840) should be accommodated in construction campuses. In addition, 13% (312) are expected to be accommodated in owner-occupied and 25% ((600) in private rented accommodation. The consultation document is confusing in terms of how accommodation is to be provided. In paragraph 4.2.5 of the consultation document, a preferred option emerges: "workers will be accommodated in campuses in four strategic locations (on-site, Cannington, Bridgwater and Willington) on roads with easy access to the Hinkley Point C site". Given that the consultation options envisage an on-site campus of up to 700 workers, a Bridgwater campus of up to 500 workers plus scope to accommodate some 500 workers at Cannington and Willin	9354-14-2532			/	

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Tractivity 472	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  you cannot fill up the privately rented accommodation when its needed for our own villagers. Guesthouses and caravan parks will be spoilt by 'workmen' living there. I would not want to holiday where 'workmen' were staying so I shouldn't think other people would.	9148-14-2139		/		
Exmoor Tourist Association	Non-Statutory Consultee	Stage 2	Highly increased pressure on the doctors, dentists, and other services and facilities - takes time to establish more - and locals & visitors have to endure more pressures and will have to suffer the consequences.	10256-14-3367	/			
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	There is insufficient local housing. Already the effects of EDF reserving all available and affordable rental properties are being felt in the communities. People in social housing are unable to move on to the property ladder due to the increase in house prices, caused by the coming demand for property by EDF and there is very limited rental accommodation available at affordable rents. This is already creating an increase in mental health diagnoses, particularly amongst the young and those people sleeping rough; this in turn has led to increases in alcohol and drug abuse. Anti social behaviour is on the increase as is evident in Victoria Ward, where great strides in curbing anti social behaviour have been reversed in the past 6 months and a return to gang warfare and common assault is rife.	10271-14-11555	/			
West Somerset Council	Local Authority	Stage 2	Therefore, we would like urgent clarification on the next stages of the project and further details of proposals to consult on the project as a whole, and indeed, elements of the project not contained in the Stage 2 consultation material. These include proposals for training facilities, proposals for permanent housing and details on the land use and transport implications of the supply chain. It is our view that the lack of detail on these elements hinders an assessment of cumulative impact and makes it impossible for the authorities to advise on quality issues which need to be addressed prior to submission.	89181-14-6738			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The transport impact of any revised accommodation strategy or socio-economic strategy will need to be assessed and any material change must be consulted upon. The cumulative impacts cannot properly be assessed if they are subject to separate applications.	89191-14-5262			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The College Road / Bridgwater and Albion Rugby club campus will be relatively small and have a relatively low level of impact compared with the other campuses. However the cumulative effects of the two Bridgwater campuses together with the workers from the Hinkley Point campus accessing Bridgwater facilities via the bespoke bus service should be assessed. The separate assessment of the three campuses does not enable the total impact on Bridgwater to be quantified.	89414-14-17790	/			
Innovia Cellophane Limited	Consultee with an interest in land	Stage 2 Update	To date, there has been no indication of how the proposed accommodation campus at Bridgwater A will be linked to adjoining land uses. The use of a perimeter boundary would suggest that the proposed campus will not be a permeable land use in contrast to adjoining land uses. Further information is required as to how this will be secured and how pedestrians will enter and exit the site.	89761-14-4907	/			

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Homes & Communities Agency	Statutory Consultee	Stage 1	The Stage 1 consultation, details constructing up to 700 off-site units and an uncertain number of on-site units, to house temporary construction workers.	8694-15-6522			/	<p>The principal issues raised by consultees were:</p> <ul style="list-style-type: none"> <li>the impacts of the on-site campus, particularly on the village of Shurton;</li> <li>the impacts of campuses at Cannington and Williton (Stage 1 consultation);</li> <li>the impact of workers' behaviour on local residents; and</li> <li>the effectiveness of the Housing Fund and other initiatives to mitigate impacts (Stage 2 Update consultation).</li> </ul> <p>A number of consultees expressed concern about the impact of the on-site campus on nearby villages. EDF Energy believes that the benefits of having an on-site campus outweigh the disadvantages. The reasons for having an on-site campus are set out in the <b>Accommodation Strategy</b> and include:</p> <p>Workers could either walk directly to site or take a very short bus journey within the site compound. This would materially reduce the number of workers' trips through Cannington and other local villages on the local road network.</p> <p>Having personnel close to site would ensure a rapid and effective response to any on-site issues or incidents.</p> <p>By minimising travel times between the campus and the site, an on-site campus would help to increase the productivity and efficiency of the workforce through minimising the effective length of their working day.</p> <p>An on-site accommodation campus would be particularly beneficial for those working night shifts or irregular unsocial hours, including some supervisory and maintenance staff.</p> <p>However, in response to the points raised in consultation, a number of modifications were made to the proposed on-site campus to seek to reduce its impact. Following the Stage 1 consultation a landscape bund was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more comprehensive changes were made, and these are now incorporated into the Development Consent Order proposals. They include:</p> <ul style="list-style-type: none"> <li>scaling back the size of the on-site campus from</li> </ul>
Western Power Distribution	Statutory Consultee	Stage 1	Western Power Distribution have 33,000 Volt (33kV) overhead tower lines running over proposed sites for 'campuses' in Williton and Bridgwater. We request therefore that you consult with us in more detail once developments in proximity to these overhead lines have been decided in outline. Western Power Distribution would look to developers to fund the diversion of less strategic circuits (11 kV and LV) and would normally seek to retain the position of electricity circuits operating at 132,000 Volts (132kV) and 33kV, particularly if the diversion of such circuits placed a financial obligation on Western Power Distribution to either divert or underground them as this would then go against the requirement on Western Power Distribution to operate an economic and efficient electricity distribution system. Planning guidance and layout of developments should take this into account, with uses compatible with the retention of strategic overhead lines, for example such as parking, estate roads, commercial uses or open space, within their immediate proximity.	8706-15-211			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.1 As indicated in para 1.8 the Parish Council considers that there is limited potential for the development of workers accommodation and associated development in Nether Stowey. However, in considering any such development there will be an overriding need to ensure that the scale, location, and design of any proposals are in keeping with the existing village.	8717-15-10834			/	
Wembdon Parish Council	Statutory Consultee	Stage 1	- Increased demand for residential property	8724-15-4342			/	
Wembdon Parish Council	Statutory Consultee	Stage 1	3.3 The Local Development Framework, currently in draft for consultation, proposes a large housing development on Cokerhurst Farm exiting onto the A39/Quantock Road. This will inevitably increase the amount of traffic congestion along that section of highway.	8724-15-5619			/	
Wembdon Parish Council	Statutory Consultee	Stage 1	4.1 Given the current level of congestion on the road network surrounding Wembdon, the Parish Council considers that there is only limited potential for the development of workers accommodation blocks in Wembdon. There has been the suggestion that such blocks may be built on the old Gerber Fruit Juice factory site and whilst this may appear an attractive legacy opportunity for low cost housing, the impact on the community and the traffic associated with such a development would need to be carefully considered.	8724-15-8842			/	

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West Somerset Council	Local Authority	Stage 1	5. Housing and Labourforce -WSC is concerned with the prospect of needing to accommodate a substantial workforce, which is likely to be predominately male, within the District during the construction of the project. EDF have not considered within their Stage 1 document the impacts and problems that are likely to arise as a consequence of accommodating the workforce and the additional resources required by the Council and other agencies (such as those responsive for policing, health and education) to best manage these impacts.	88780-15-6593	/			700 to 510 bedspaces in order to minimise the intrusion into the local area. It was considered that any further reduction in the size of the on-site campus would materially reduce its operational efficiency and also increase the transport impacts on the local road network; <ul style="list-style-type: none"><li>making the layout of the campus more compact;</li><li>lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south;</li></ul>
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	- Lack of justification presented for the 200 capacity accommodation campus and freight consolidation centre at Cannington South and why locations at Cannington are preferred to other locations nearer to the strategic road network, (for example near to the M5 J23 or J24 at Bridgwater);	88890-15-26068	/			<ul style="list-style-type: none"><li>repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site; and</li><li>repositioning the sports pitches to the north east of the site to facilitate public use.</li></ul> <p>The <b>Accommodation Strategy</b> explains that EDF Energy proposed to locate the on-site campus to the south of Green Lane after careful consideration of the alternatives:</p> <p>Land north of Green Lane, adjacent to the existing Hinkley Point A site, would be used for the nuclear installation itself.</p> <p>Land south of the existing Hinkley Point A and B stations has a high ecological and heritage value and is unsuitable for development.</p> <p>Within the available area to the south of Green Lane, the on-site campus would be located as far north as possible, away from Shurton and in close proximity to the highway. There would be no pedestrian access direct from the on-site campus to Shurton.</p> <p>As part of the Stage 1 consultation a broad range of options was suggested for off-site accommodation campuses, including the possibility of campuses at Cannington (3 possible sites, including 2 options for Cannington College) and Williton (2 options). EDF Energy invited local people to consider whether an accommodation campus might have a longer-term legacy use of value to the villages. However, the majority of respondents were opposed to the idea of hosting an accommodation campus, and at Stage 2 these options were discontinued.. The Stage 1 Consultation Report explained that instead EDF Energy would split its proposed campus accommodation between the HPC site and Bridgwater, and that this approach would:</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.25. The socio-economic assessment undertaken by Oxford Brookes assumes only two accommodation centres (Cannington and on-Site) and therefore will need to be revised to take into account the revised proposals for four accommodation centres (Figure 4.1).	88000-15-2764			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Reference is made to the development of "worker behaviour policies" in the Environmental Status Report but without a clear linkage to the possible adverse effects created by a large migrant workforce.	88310-15-536			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	3.2.4.5 Social and Community Infrastructure EDF Energy's accommodation strategy refers to the provision of facilities and amenities in the residential campus developments (e.g. a restaurant, sport facilities, laundries, bars, TVs in rooms), which will address only a limited range of construction workers need's. For instance, the Stage 1 Consultation document does not make reference to health care, which is assumed to be of particular importance. In the absence of any details of proposals, it is the view of the Councils that a full assessment of the social and community infrastructure requirements of the proposals should be undertaken for the sectors listed below:	88310-15-4903	/			

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<ul style="list-style-type: none"> <li>- Libraries, community centres and cultural facilities;</li> <li>- Social services;</li> <li>- Education (Early Years, Primary, Secondary, Further and Higher Education);</li> <li>- Emergency Services (Ambulance, Fire and Rescue and Police);</li> <li>- Health (Primary and Acute Health Care); and</li> <li>- Sports facilities, recreation and open space.</li> </ul>	88320-15-0			/	<ul style="list-style-type: none"> <li>• help to minimise travel and pressure on local roads by focusing accommodation close to the HPC site and in Bridgewater (the nearest major urban centre);</li> <li>• be complemented by regular bus services which would ensure that workers travel by bus, rather than private car, to minimise traffic on local roads;</li> <li>• be supported by measures to ensure that workers maintain a high standard of conduct in the local community; and</li> </ul>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>As for the accommodation strategy, requirements for social and community infrastructure will be influenced by household size.</p> <p>In addition, it is considered that further information should be presented around consultations undertaken with infrastructure providers, such as Avon and Somerset Constabulary and Somerset NHS Trust. Provision of community and social infrastructure to support the influx of construction workers will be required to prevent overloading of existing community services. The provision of new or enlarged facilities would also present valuable legacy schemes in the context of ongoing development and household growth in the Districts.</p>	88320-15-330			/	<ul style="list-style-type: none"> <li>• be accompanied by support for health, police and educational facilities.</li> </ul> <p>To address the concerns expressed about the impact of workers' behaviour on local residents, in its Stage 2 Update consultation EDF Energy explained that it would be introducing a Code of Conduct for all construction workers. The Code would set out the standards of behaviour expected of workers in the community and would be strictly enforced.</p> <p>A number of respondents expressed concern about the impact of EDF Energy's proposals on the local housing market. The <b>Accommodation Strategy</b> sets out in detail the analysis carried out by EDF Energy's socio-economic advisers, which shows that EDF Energy's proposals should not have a detrimental impact on the local housing market. However, in its Stage 2 Update consultation, EDF Energy proposed to establish a Housing Fund to provide additional support for the local housing market. The Housing Fund would provide £5m of financial support and could be used for a range of local initiatives to boost the availability of accommodation locally, such as:</p>
Stop Hinkley	Non-Statutory Consultee	Stage 1	<p>At the same time we understand the OCNS security concerns of having thousands of workers accommodated on site during construction. The risk of sabotage is a real threat especially given the high expected turn-over of workers in the Olkiluoto model. The scale of the project should therefore be cut right back to one reactor built over a much longer time-scale, thus reducing the weight on local communities of so many outside workers. During the construction of Hinkley B many fights and brawls were reported in local villages and Bridgewater.</p>	88960-15-30288	/			<p>A number of respondents expressed concern about the impact of EDF Energy's proposals on the local housing market. The <b>Accommodation Strategy</b> sets out in detail the analysis carried out by EDF Energy's socio-economic advisers, which shows that EDF Energy's proposals should not have a detrimental impact on the local housing market. However, in its Stage 2 Update consultation, EDF Energy proposed to establish a Housing Fund to provide additional support for the local housing market. The Housing Fund would provide £5m of financial support and could be used for a range of local initiatives to boost the availability of accommodation locally, such as:</p>
West Hinkley Action Group	Non-Statutory Consultee	Stage 1	<ul style="list-style-type: none"> <li>- The residents do not wish a hostel to be located on site, but if there is no alternative then they wish the numbers to be limited to 700 beds. The campus should be located as far to the north-east of the site and as far away from Shurton as possible. There is concern about workers leaving local public houses and causing a nuisance to local householders and there should be effective measures to prevent unofficial short-cuts from the entire site to Shurton and Stogursey village. If a campus is built there should be consultation with the local community about after-use of the site; use as an outage car-park is considered to be susceptible to misuse and abuse, a potential source of noise and light pollution, and likely to be unsuitable for the proposed legitimate use unless it is much closer to the main development.</li> </ul>	8755-15-4312	/			<ul style="list-style-type: none"> <li>• bringing vacant properties back into use;</li> <li>• improving the existing housing stock;</li> <li>• providing loans to enable people to get on the housing ladder; and/or</li> <li>• facilitating the delivery of new housing, including affordable housing.</li> </ul> <p>EDF Energy intends that the fund should be established in good time to enable it to boost the</p>



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Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>The chamber understands that there are proposals to discourage workers from the site living in Minehead but that these will only be partially successful. The journey time from Minehead to 'site' will still be less than 30 minutes a distance many tolerate as a commute. Minehead is the primary town in West Somerset and hence the Chamber believes the town will be attract people moving into the area as they will see it as the most practical and desirable place to move to.</p> <p>The Chamber welcomes this and sees the growth of Minehead and the surrounding area as essential to its members. There is some fear that a simple supply shortage will eventually push up rental prices and house prices making it more difficult for anyone working in the area to afford to rent and buy. This will eventually create issues with staffing.</p> <p>The Chamber obviously welcomes the opportunity for better all year wages for but has a concern that any increase will be negated by cost of living increases or staff will be forced to commute from other parts of West Somerset.</p>	8757-15-3156			/	supply of local accommodation before substantial numbers of HPC workers start to arrive. The Fund would boost the supply of housing both for HPC workers and for local residents, and has the potential to leave a lasting legacy of improved accommodation for the local area.
Tractivity 689	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Need to know more about timings and impact the accommodation strategy ie extra traffic will have on village roads. Park and Ride or full bypass from M5 should be a precursor. NOT "traffic calming" measures which will be disruptive and intrusive for villagers (and for emergency services)</p>	9449-15-1756	/			
Tractivity 690	Public	Stage 2	<p>9a. Any other ideas or comments?</p> <p>Bridgwater is the obvious place to site such accommodation. It would destroy the village of Cannington if placed there.</p>	9450-15-5327	/			
Tractivity 715	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Do not agree with the 700 temporary units located in Shurton. This village can not cope with this amount of workers. There is nothing for them to do or go</p>	9473-15-1492	/			
Tractivity 735	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>There should be no on-site campus or large groups of workers on caravan parks. They will swamp the local communities and any tenuous economic benefits will simply not be worth the social and environmental upheaval. Workers should be housed in urban centres of population or not at all.</p>	9493-15-1830			/	
Tractivity 737	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>this was unnecessary at your French site, where the access was very similar. A large number of local residents are of the opinion that you are going to house low-wage labour there as part of your overall cost management.</p>	9495-15-1820	/			

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Tractivity 737	Public	Stage 2	9c. Any other ideas or comments? this would provide an unacceptable distortion of the local demography. The surrounding area would not be able to cope with this influx. You have not been able to provide convincing arguments in support of this campus or indeed on measures to mitigate or compensate the local population for the substantial loss of amenity and quality of life.	9495-15-5665			/	
Tractivity 750	Public	Stage 2	9a. Any other ideas or comments? Should fit in with the other parts of the area.	9508-15-5591			/	
Tractivity 766	Public	Stage 2	9a. Any other ideas or comments? I hate to think about the increase in crime and the fact that there is nothing to do in Bridgwater to amuse loads of male workers from Hinkley	9524-15-4448			/	
Tractivity 766	Public	Stage 2	9b. Any other ideas or comments? Same thoughts as above.	9524-15-4762			/	
Tractivity 766	Public	Stage 2	9c. Any other ideas or comments? This site is even more remote, what the hell would someone do in such a rural area.	9524-15-4901		/		
Tractivity 770	Public	Stage 2	4. Any other ideas or comments? Campus off College Way, o/w and transport of workers to and from Hinkley - ok. Campus on old Innovia site for over 1,000 people ok, but we have a great concern over vast increase of traffic (even though you propose to use, in part, bus transport for workers) will impact greatly on Bath Road and Cross Rifles roundabout. Exit from Rosebery Avenue especially will become even more difficult. Even though you will use buses. Don't forget workers will use Bath Road into town for leisure, drinking, eating etc. when not in work and they will then use cars!!!	9528-15-1492			/	
Tractivity 781	Public	Stage 2	4. Any other ideas or comments? A little worried about big influx of mainly male workers and the effects on the town this might have. Also the extra strain on services, including on schools for those bringing families. Also concerned about the cost of housing that may go up and disadvantage local people.	9539-15-1486			/	

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Tractivity 787	Public	Stage 2	4. Any other ideas or comments? This difficult strategy is about right, however as noted later sites are not ideally located in Bridgwater and what about the impact to that area? What are the EDF staff going to do for recreation in Bridgwater? At ?C? site they will have purpose built amenities, in Bridgwater you need to ensure that the town is not overcome with people and particularly if there is any negative impact within the Town. People are fearful, can you assure them that workers accomodated at Bridgwater will have amenties they can use?	9545-15-2010		/		
Tractivity 790	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? not enough information has been provided as to exactly where this will be and if this will directly impact those already affected but the proposed park and ride facilities, if will impact on the already overcrowded schools and roads.	9548-15-1486	/			
Tractivity 799	Public	Stage 2	1. Any other ideas or comments? You could build a pier or two to move the nuclear waste (which if you haven?t already forgotten is a health hazard to humans) onto the hinkley C site and ship it out, away from everybody here, we laready have enough radiation contamination in the area and don?t require more. Also building all accomodation on site would be best, you don?t need park and ride facilities in bridgwater if the accomodation is all on site. Also freight logistics facilities, with possible storage is a waste of space, move it all near hinkley point itself, to make it more efficient for you, building them on taunton road will do you no favours because the road is already very busy as it is and with 120 odd trucks also using that everyday, your goods won?t be moved at the speed required. Also building these facilities so close to housing, especially near North Petherton/ Stockmoor Village, will be bad for the environment.	9557-15-129		/		
Tractivity 816	Public	Stage 2	9a. Any other ideas or comments? Campuses of this nature only lead to discontent. Groups of men together resort to the ?pack? mentality and would end up causing problems in Bridgwater town and making it unsafe for local people wanting to go about their normal business.	9574-15-5061			/	
Tractivity 820	Public	Stage 2	4. Any other ideas or comments? This sounds like people will become isolated from overall communities and risk a ?them and us? attitude. Much better if affordable housing was built for the workers which then could be used by communities after the main building phase is complete. The use of B&B?s and caravan parks seems like a potential risk to Somerset?s tourism industry. What about worker families, will they be expected to bring their children up in B&B?s and caravan parks. Sounds very inpractical and isolating.	9578-15-1486			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 821	Public	Stage 2	9a. Any other ideas or comments? disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accomodated on site.	9579-15-5010		/		
Tractivity 821	Public	Stage 2	9b. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accomodated on site.	9579-15-5329		/		
Tractivity 821	Public	Stage 2	10. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accomodated on site.	9579-15-6279		/		
Tractivity 821	Public	Stage 2	11. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accomodated on site.	9579-15-7010		/		
Tractivity 824	Public	Stage 2	4. Any other ideas or comments? This number of men being swamped into this area will cause mayhem. I know i have worked in a similar industry where this has happened.	9582-15-1743			/	
Tractivity 824	Public	Stage 2	9a. Any other ideas or comments? Will cause problems. Hinkley area has never recovered from the last project.	9582-15-5045			/	
Tractivity 873	Public	Stage 2	4. Any other ideas or comments? Having a campus on site will bound to have an affect on local life for nearby villages.	9631-15-1492			/	
Tractivity 873	Public	Stage 2	9c. Any other ideas or comments? Reason already stated	9631-15-4407			/	
Tractivity 875	Public	Stage 2	4. Any other ideas or comments? Accomodation should provide all the workers needs. Local villages will find it hard to cope with such a large workforce. However local businesses should also benefit from this. possibly have contracts to provide some of the workforces needs	9633-15-1699			/	
Tractivity 919	Public	Stage 2	12. Any other ideas or comments? As long as the buildings are far enough away so that noise and stuff does not impinge in village life.	9677-15-6044	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 920	Public	Stage 2	2. Any other ideas or comments? The people of our parish are unhappy that an influx of 700 single men will be a huge increase in our male population	9678-15-703	/			
Tractivity 920	Public	Stage 2	4. Any other ideas or comments? This is totally unsatisfactory. I have seen it all twice before and the resulting rowdiness, drunkenness and general disruption of life in this beautiful rural area is unacceptable.	9678-15-2044			/	
Tractivity 920	Public	Stage 2	9c. Any other ideas or comments? See my comments for questions 2 and 4	9678-15-5614			/	
Tractivity 925	Public	Stage 2	4. Any other ideas or comments? temporary on-site accomodation will become a ?wild-west? site - 100?s itinerant workers from all over - this will be a great burdon on the local residents. This must be planned with great care - otherwise will be disaster. Lots of contractors already visit Hinkley site during outages and shutdowns - where will they stay ?  Campuses in Bridgwater also will add to traffic congestion across Bridgwater town centre - it is already heavily congested at peak times - it will become intolerable	9683-15-1655	/			
Tractivity 925	Public	Stage 2	9c. Any other ideas or comments? putting so many itinerant workers in a very rural setting would be very disruptive to locals - roads, amenities etc would be overrun.	9683-15-5507			/	
Tractivity 932	Public	Stage 2	4. Any other ideas or comments? As a local resident I am very much against the large number of workers to be housed on the site. The main reason for my opposition is that the sheer numbers will eventually change the nature of the area when workers are off duty. They will not wish to stay in the confines of the work area however lesuire facilities are available it is human nature to want to be out and about. How much better to be somewhere near a town. There will be bus transport - as has been indicated from Bridgwater Park and Ride.	9690-15-2312		/		
Tractivity 932	Public	Stage 2	9c. Any other ideas or comments? See page 3	9690-15-5947			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 936	Public	Stage 2	4. Any other ideas or comments? There are large amounts of land at Dunball suitable for all the building of campus accommodation. The building of accommodation at Hinkley Point for the site workers is unacceptable. 700 testosterone, single young men living in close proximity to the residents in the villages and hamlets scares the shit out of much of the community, it will be like 10 years of the wild west. Rapes burglaries, criminal damage, even murder, fights, etc will be commonplace and EDF I understand are proposing to fund one police constable and one community beat officer - what a laugh, get real! The answer is a fully manned police station 24/7!	9694-15-2211	/			
Tractivity 936	Public	Stage 2	9c. Any other ideas or comments? Of all the EDF proposals for constructing this powerstation - This is the worst!. It is unsatisfactory to propose such a campus, it shows a complete disregard for the local population. 700 single men of varying nationalities will wreak havoc on the local population in their free time! Cars, M/C?s vans tearing through the narrow lanes, hamlets and villages is unacceptable. It scares the shit out of many of my generation	9694-15-6968	/			
Tractivity 937	Public	Stage 2	4. Any other ideas or comments? The siting of an accommodation block ?on-site? is totally unsatisfactory. The impact of any large accommodation block will be problematical. The plan to use b&b and rented cannot be a good plan for the tourist trade. The areas outside Bridgwater near the Dunball Wharf are better options. To have 700 unoccupied males in one place will have a terrifying impact on our village and its hamlets. Stogursey was known as the ?Wild West? when Hinkley Point was built in the 50?s and in the 21st Century it will be worse - I fear for residents.	9695-15-2136	/			
Tractivity 938	Public	Stage 2	9c. Any other ideas or comments? No facilities for this amount of workforce aso they will encroach on local villages for alcohol and food.	9696-15-4285			/	
Tractivity 940	Public	Stage 2	4. Any other ideas or comments? Being of the older generation, I just hope that problems of security, health, etc. have been thought through when thousands of people are living in one area. Most of them -possibly only temporary inhabitants, who would not feel the same regard for our lovely, peaceful environment.	9698-15-1845			/	
Tractivity 957	Public	Stage 2	4. Any other ideas or comments? Why only 1/3 of workers from comfortable distance. Using some of the above accommodation will survey affect the tourism for the village.	9715-15-1494			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 957	Public	Stage 2	9a. Any other ideas or comments? According to your figures 1500 + workers will have to be housed in or around Cannington, therefore adding to the amenities of the village. Would these temporary workers be as concerned for the welfare of the village as the residents.	9715-15-4411	/			
Tractivity 959	Public	Stage 2	9c. Any other ideas or comments? Only if the Northern Bridgwater bypass is built otherwise there could be social/traffic problems when these workers take their recreational time. They will not always wish to use the facilities at their workplace but will seek out the nearest pubs, villages, towns thereby causing more congestion on the lanes/roads surrounding Hinkley Point and possible increase in crime/disorder.	9717-15-5966		/		
Tractivity 961	Public	Stage 2	9c. Any other ideas or comments? This may be satisfactory buy they must not be near local residents.	9719-15-4950			/	
Tractivity 964	Public	Stage 2	4. Any other ideas or comments? The proposals appear vague and do not give a clear indication about the increased traffic these campuses will create	9722-15-1486			/	
Tractivity 971	Public	Stage 2	9a. Any other ideas or comments? But only with necessary road improvements. The Bridgwater road is already a bottleneck.	9729-15-4529			/	
Tractivity 971	Public	Stage 2	9b. Any other ideas or comments? But only with necessary road improvements. The Bridgwater road is already a bottleneck.	9729-15-4786			/	
Tractivity 971	Public	Stage 2	9c. Any other ideas or comments? Huge negative impact on Stogursey and hamlets. Would almost double the population.	9729-15-4995	/			
Tractivity 972	Public	Stage 2	9c. Any other ideas or comments? History indicates that this would have a severe impact on Stogursey and neighbouring hamlets.	9730-15-5005	/			
Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	2. Any other ideas or comments? As a local resident I am pleased the southern boundary has been moved back, however I am extremely concerned aboput the proximity of the campus/hostel and do not understand why it has to be sited so close to the village and residents.	9731-15-1241	/			

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Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments?  The proposed site is too close to the village of Shurton. As I have previously stated i believe that the site is not suitable as there will be nothing for workers to do, they will become bored and under the influence of alcohol crime will increase. The campus should be further away from the village, on the existing Hinkley site, but I do not understand why there needs to be a hostel on site as none of the other new builds have workers on site. It is a green field site and enough wildlife is being destroyed.	9731-15-7747	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	1. Any other ideas or comments?  The use of a 700 person campus is not acceptable. Workers will dramatically effect local villages which have inadequate infrastructures to cope. Traffic will not be reduced as workers will still move to and from the campus outside of working hours. The use of land behind Shurton was originally just for spoil storage. Now being proposed for storing equipment which will increase noise and disturbance to the village. there has been no evidence of how light pollution will be controlled.	9732-15-129	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments?  No campus on site will be acceptable. Workers will dramatically effect local villages and disrupt residents. all workers must be sited in Bridgwater or close to motorways where they have access to sufficient amenities. No traffic must be allowed to use the lanes through Stringston, Stogursey, Burton and Shurton. Majority of traffic to be planned outside of business hours.	9732-15-2314			/	
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments?  Totally unacceptable. Villages will be overwhelmed and have no adequate infrastructure. Traffic from site to Bridgwater will increase as workers travel in for entertainment and supplies so no benefit. No campus at Flammanville so no requirement. (personal details removed) for EDF said at meeting he did not want campus on the site.	9732-15-6116	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  As a supporter of nuclear power I am DISMAYED at how the consultation and the plans have alienated the local population who have lived close to Hinkley Point with few problems in the past. The Campus on site makes little benefit for the massive disruption local people expect based on past experience during A nad B construction. Local roads will be terribly affected causing great increase in risks to local road users and frequent DELAYS. Light pollution from the site is NOT being taken seriously by EDF.	9732-15-8234			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 984	Public	Stage 2	9c. Any other ideas or comments? We are opposed to a campus ?on site?. Many of the workers will probably be non-British and therefore not go home during the holidays and days off. With few local amenities (and not being allowed private transport on site) how will they occupy their free time?	9742-15-5075	/			
Tractivity 985	Public	Stage 2	4. Any other ideas or comments? The overall strategy has not been thought through properly by EDF. EDF refuse to act upon the views of our parish that we do NOT want a worker?s campus on site at Hinkley C. The campus?s at Bridgwater are a good idea but not large enough. It is a poor idea to house 700 workers in Stogursey Parish which only has a total population of about 1300 people - the area cannot cope in any way. Bridgwater would benefit from the campus because they are desperate there for more facilities and business opportunities, the facilities of the Bridgwater Campus could be marvellous legacy for the future of Bridgwater. I am fearful for the safety of Shurton and surrounding if a campus goes ahead at Hinkley C because there WILL be crime, drunkenness, road rage and many other social problems caused by having 700 single males living amongst us. The parish just cannot cope. This would impact on us for the next 10 years, a long time.	9743-15-3202	/			
Tractivity 985	Public	Stage 2	9c. Any other ideas or comments? I do not want a campus at Hinkley C. the parish is far too small so this idea is wholly inappropriate. There is no valid reason for housing it here. The parishioners have voted unanimously against the proposal. My wife and I are afraid of the crime, antisocial behaviour, extra noise, light pollution and insecurity this would bring, plus all the extra traffic. The lack of police officers in the vicinity is a huge worry as EDF only propose to supply 2 more officers which would be inadequate. The Parish does NOT want a campus here OVERLOOKING this hamlet of Shurton.	9743-15-8397	/			
Tractivity 992	Public	Stage 2	4. Any other ideas or comments? The planned position of the on-site campus being on a hill overlooking Shurton less than 300 yards away could not be more provocative. EDF has failed to justify the need to house 700 workers on site.	9750-15-1828	/			
Tractivity 993	Public	Stage 2	4. Any other ideas or comments? No campus on site. These workers will cause trouble in the rural community. All hostels should be in large towns such as Bridgwater , Taunton etc where such a large influx would go relatively unnoticed.	9751-15-1732	/			
Tractivity 996	Public	Stage 2	4. Any other ideas or comments? All purpose built worker accomodation should be off-site. Shurton is too small to be swamped by an influx of temporary residents.	9754-15-1541			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 997	Public	Stage 2	4. Any other ideas or comments? Totally un thought out. I would recommend that you sack the company with the contract to advise on the effect the extra transport will have on the Taunton Road. ARE YOU INSANE, THIS IS NOT NUCLEAR SCIENCE!!	9755-15-1570			/	
Tractivity 997	Public	Stage 2	9a. Any other ideas or comments? Who will pay for the extra draw on services like police, ambulance, hospitals, etc. EDF? No chance!	9755-15-4520	/			
Tractivity 1002	Public	Stage 2	9c. Any other ideas or comments? Why so many? Local people (many retired here from a QUIET lifestyle) are worried about hotellers ?out of hours? activities/noise.	9760-15-4958	/			
Tractivity 1007	Public	Stage 2	9c. Any other ideas or comments? Too many people in a small rural area. Some permanent work force on site will obviously be required, but 700 is too many.	9765-15-4454	/			
Tractivity 1011	Public	Stage 2	9c. Any other ideas or comments? To import such a large workforce into such a rural community can only be detrimental just the proposed accommodation at the reactor site would bring in half the population of stogursey again, instantly, the public service infrastructure here would be put under huge pressure.	9769-15-10218			/	
Tractivity 1017	Public	Stage 2	9c. Any other ideas or comments? Wrong place for so many migrant workers. On the edge of a rural community is not the place for, what is likely to be, 700 single young men.	9775-15-4770	/			
Tractivity 1027	Public	Stage 2	4. Any other ideas or comments? Our town and local villages can not accommodate them without upset and disruption to our lives - just how much extra traffic are £3500 people going to bring!	9785-15-1553			/	
Tractivity 1030	Public	Stage 2	4. Any other ideas or comments? Your plan for an hostel for 700 workers close to Shurton is TOTALLY UNACCEPTABLE to ALL the residents.	9788-15-2300			/	
Tractivity 1036	Public	Stage 2	4. Any other ideas or comments? You obviously intend to import a large number of French workers, which will cause huge infrastructure problems, transport, food, sheer volume of people trying to access local facilities and cultural difficulties.	9794-15-1612	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1037	Public	Stage 2	4. Any other ideas or comments? I am concerned about the impact this large number of workers are in some instances their families will have on:  a) the price of rented propoerties and the housing market. people cannot afford to get on the housing market without prices being inflated by the demands of this large number of well paid workers entering the district.	9795-15-1490			/	
Tractivity 1039	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  There is a report in the West Somerset Free Press of 17/9/10 that W.Somerset and Sedgmoor councils are proposing that EDF build 260 houses in Williton to house workers and that these would then be used as affordable homes. Unde no circumstances should EDF consider this proposal as this would still involve housing a very large number of workers in Williton which is completely inappropriate (nobars, clubs, cinemas etc) as stated earlier and would be just as unpopular to put a hostel in Williton.	9797-15-7009		/		
Tractivity 1040	Public	Stage 2	4. Any other ideas or comments?  This will cause problems due to excessive amount of people coming with the area, without necessary infrastructure. Where are the caravan parks situated? Will the land be returned to previous use after you leave?	9798-15-1657			/	
Tractivity 1043	Public	Stage 2	Box ticked: Unsatisfactory 4. Any other ideas or comments?  Many campsites do not have social amenities which are essential for off duty times. Living in owner occupied houses, also will present social problems, as many villages have no social outlet. The purpose built housing, will resemble barracks and will not provide any long lasting help to those wanting accomodation when the site is completed.	9801-15-1629			/	
Tractivity 1047	Public	Stage 2	9c. Any other ideas or comments?  There should be no site at Hinkley Point C. oUr families have chosed to live in a quiet rural setting. Our children play freely in the village and know and are known by all locals. This small village would be swamped by a hostel of 700 who, despite effort of EDF to contain workers, they would be out in the community. This would change their way of life considerably.	9805-15-4891	/			
Tractivity 1055	Public	Stage 2	4. Any other ideas or comments?  Totally unsatisfied that all these extra workers will be living next to my back garden. The noise and disruption will be unbearable and is making our lives stressful already as EDF are not listening to us a local residents. And if EDF intend to use local workers why do they need to be housed on site? If this is necessary then the "town" that is proposed should be built up on the coast as far away as possible from the residents of Shurton. Our lives are already going to be badly impacted by new buiild, the last thing we need is further noise and disruption from a "town" full of builders.	9813-15-1675	/			

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Tractivity 1055	Public	Stage 2	9c. Any other ideas or comments? Totally unsatisfactory and un warranted disturbance and disruption to the residents of Shurton. This idea should be abandoned as soon as possible.	9813-15-5142			/	
Tractivity 1058	Public	Stage 2	4. Any other ideas or comments? EDF using locally rented accommodation will erduce if not obliterate the rental opportunities for local people. I beleive that EDF will leave behind accommodation for students in bridgwater but will knock down the other site. If EDF really wanted to boost the economy then it would be able to find a site for some flats or starter homes and leave them behind as low-cost accommodation for local people.	9816-15-1492	/			
Tractivity 1058	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I think accommodation is a big problem	9816-15-6174	/			
Tractivity 1060	Public	Stage 2	4. Any other ideas or comments? The area will not be able to take such an influx of numbers. This will cause services to be stretched even further.	9818-15-2222		/		
Tractivity 1067	Public	Stage 2	4. Any other ideas or comments? The accommodation of workers needs a full and detailed assessment of the impact on the communities in which they are proposed to be housed. Local services, particularly in local villages, are already barely adequate and would need considerable financial assistance to enhance them to accommodate the numbers proposed. The suggested £1m fund for the whole of Somerset is ridiculous. Details needed!!	9825-15-2878	/			
Tractivity 1067	Public	Stage 2	9c. Any other ideas or comments? (Personal information removed) I can see the benifit of an on site accommodation block if properly managed. However I do have concerns about the proposed location of the facility.. To be of benefit for the construction it needs to be adjacent to the main construction site, not almost 1Km away and certainly not on the ridge where it will have a significant visual impact for local residents. (see comments regarding light pollution under section 1, Main Site and Construction Phase)	9825-15-6998	/			
Tractivity 1070	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am NOT against the proposed new nuclear power station at Hinklet but I am against EDF?s proposals for accommodation and freight movement because of the untold damage to the existing community and local facilities for many years.	9828-15-8335			/	

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Tractivity 1087	Public	Stage 2	4. Any other ideas or comments? The 700 workers living on the campsite at Hinkley Point will overwhelm our small community. Bridgwater would be much more able to cope with a campsite as proposed in stage 2.	9845-15-1644	/			
Tractivity 1089	Public	Stage 2	9c. Any other ideas or comments? Far too many in that area. Gross inconvenience to the people living nearby. We were told that playing fields were going to be put in Cannington to enhance the College when you leave - what happened to this plan ?	9847-15-5112			/	
Tractivity 1099	Public	Stage 2	4. Any other ideas or comments? All campus accommodation should be located in Bridgwater which is of a suitable size and has the amenities to cope with such an influx. No justification has been made for on-site campus of 700. The proposed site is located on a high ridge within 50m of the nearest property and would dominate the small hamlet of Shurton and affect the setting of the Stogursey conservation area.	9857-15-2358			/	
Tractivity 1102	Public	Stage 2	4. Any other ideas or comments? Do not swamp local villages with this accommodation	9860-15-1643			/	
Tractivity 1118	Public	Stage 2	4. Any other ideas or comments? i AM CONCERNED ABOUT THE EFFECT ON THE INFRASTRUCTURE & ESPECIALLY ANTI SOCIAL BEHAVIOUR AND CONFLICT WITH LOCAL PEOPLE. i FAVOUR AS MANY JOBS AS POSSIBLE FOR LOCAL PEOPLE & TO BOOST THE LOCAL ECONOMY	9876-15-1646			/	
Tractivity 1119	Public	Stage 2	4. Any other ideas or comments? These huge numbers will overwhelm local life and seriously affect the tourist industry here.	9877-15-1755			/	
Tractivity 1122	Public	Stage 2	9a. Any other ideas or comments? The impact of hostels of this kind, anywhere in the vicinity, is likely to be considerable and largely negative.	9880-15-6017			/	
Tractivity 1151	Public	Stage 2	9a. Any other ideas or comments? Too many people in one place, consider the effects on the neighbourhood	9909-15-4116			/	

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Tractivity 1155	Public	Stage 2	4. Any other ideas or comments? very concerned on the effect on Bridgwater and surrounding area	9913-15-1490			/	
Tractivity 1157	Public	Stage 2	4. Any other ideas or comments? Real concerns about the one that will be built on site as to how it will cater satisfactorily for the workers without causing problems for the locals.	9915-15-1490			/	
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? I feel you should not push people into the local community as it cannot accommodate many more people, they are only very small villages. The campuses in Bridgwater are ideal. There are the facilities to cope with them and it is a big place and able to soak them up. The campus at Shurton is ludicrous as it will double the amount of people already there with no facilities. The roads cannot cope, lighting issues, noise issues, security issues and we are having the most disruption anyway apart from having the campus as well. Nobody wants it in Shurton. What is wrong with putting them on a ship they will not bother anyone then?	9928-15-1652			/	
Tractivity 1171	Public	Stage 2	4. Any other ideas or comments? Do you really need so many workers? Can you begin to imagine the impact on the surrounding area/villages? And once changed it will never go back to how it was.	9929-15-1521	/			
Tractivity 1174	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The population of Shurton (the adjacent village) is approx. 50 residents. The proposed on site campus for 700 workers will overwhelm the local services and amenities. The local roads are unsuitable for transport arrangements as proposed by EDF.	9932-15-1639	/			
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the existing population the better. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population longterm. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-15-2164				

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support services. Bridgwater should be used to house all the workers. the accommodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community.	9953-15-2520	/			
Tractivity 1196	Public	Stage 2	4. Any other ideas or comments? I have grave doubts if many local workers will eventually be involved in the build in view of the skills needed. i expect a few will come from across the UK but the majority will be from the EU. To put this number of workers into a small rural area is going to cause a real upheaval to the present fragile infrastructure. This fact was seen during the previous power station build when schools doctors and pubs could not cope.	9954-15-2209	/			
Tractivity 1199	Public	Stage 2	4. Any other ideas or comments? I am a little concerned that 700 single men will be living in a very remote (socially) location at Hinkley, and the impact and pressure on the few local services in that area - they will almost certainly travel into local towns adding to the construction type traffic.	9957-15-1603	/			
Tractivity 1216	Public	Stage 2	4. Any other ideas or comments? Can the local village life and facilities cope with such a large influx of extra people? NO	9974-15-1654	/			
Tractivity 1216	Public	Stage 2	9c. Any other ideas or comments? Unfortunate impact on local village life and its residents.	9974-15-5119			/	
Tractivity 1217	Public	Stage 2	9c. Any other ideas or comments? For a village of 1000 inhabitants, the close proximity of a further 700 is a recipe for disaster. We have seen it before - fights, violence, theft etc. How can you keep workers on site unless you make it a concentration camp? A town is better able to cope with a large number of single men looking for entertainment.	9975-15-5603	/			

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Tractivity 1218	Public	Stage 2	4. Any other ideas or comments? The accommodation of so many extra people in places not suitable is a great worry to local people. The on site campus in particular. No matter how many entertainments and attractions are provided on site, no one will want to be on site 24-7 so our little villages and hamlets are going to be explored and local facilities will be unable to cope with the large influx. Will there be extra police to keep order etc? I remember the building of the first two powerstations. Local people and peace didn't do very well. Not enough thought or planning gone into this situation.	9976-15-1946	/			
Tractivity 1218	Public	Stage 2	9c. Any other ideas or comments? Very concerned about the impact on local villages and the residents.	9976-15-6331			/	
Tractivity 1220	Public	Stage 2	4. Any other ideas or comments? Waste of resources as with the rest of this project. Unacceptable use of Greenfield land. Undue stress on the roads, any new road build will lead to increased traffic on the road as research shows. Gender imbalance likely to be problematic. Workforce transient and short term. No lasting positive contribution to locals and environment will over strain local infrastructure. Problems associated with gender imbalance.	9978-15-2601			/	
Tractivity 1221	Public	Stage 2	4. Any other ideas or comments? 1) Accommodation to be built on site would have a detrimental impact on the village of Burton, which would already be paying a high price during construction.	9979-15-1856			/	
Tractivity 1221	Public	Stage 2	9c. Any other ideas or comments? A massive impact on Bridgwater and Shurton who will already be heavily affected by the construction.	9979-15-5882			/	
Tractivity 1234	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Having seen that the proposal is to drop the accommodation in the hostels. It is obvious that more will be housed in each locality...adding some increase in the numbers of workers in the village of Cannington. This may or may not constitute a problem.	89500-15-237			/	
Tractivity 1238	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? too many blank pages! Number of staff on site far too high for the local area	89504-15-252			/	



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Tractivity 1240	Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>We live in Williton and are pleased that you are pursuing a more sensible approach in accommodating construction workers as near as possible to the construction site.</p> <p>We are dismayed to learn today (9 March 2011) that Sedgemoor and West Somerset Councils are still looking to house construction workers in 2/3 bedroomed dwellings on the original WIL-A site and hoping that the houses will be made available as permanent housing as a legacy use following the HPC construction phase. We are writing to the Councils to protest strongly against this.</p>	89506-15-0		/		
Tractivity 1256	Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>None, as long as there is as little impact on my village life</p>	89522-15-172		/		
Tractivity 1263	Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>There are still issues to be resolved over accommodation in Bridgwater. There will be a significant impact on local transport and services with the current proposal.</p>	89529-15-303			/	
Tractivity 1269	Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>As long as the accommodation is not in Cannington I have no further comments.</p>	89535-15-132		/		
Tractivity 1277	Public	Stage 2 Update	<p>Q1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement?</p> <p>The increase in workforce numbers has been noted for the next questions. If the plans for the Public Information Centre mature as stated, then there will be an even greater increase in traffic to an from the site than at present envisaged - has this been taken into account?</p>	89543-15-0			/	
Tractivity 1296	Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>We understand that there is a proposal for single workers accom at Cannington Court noticeably omitted from your Changes to "Preferred Proposals" Feb 2011 and your consultation meeting. We do not want any accom at Cannington Court or indeed in Cannington village for Hinkley C. It would put a severe strain on policing/medical facilities/car parking, notwithstanding the obvious implications which could occur with so many vulnerable young students from B/W College/Brymore within our midst. There is no legacy for the village from this accom only for B/W College would benefit.</p>	89562-15-606			/	

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Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? I do not feel that there should be any workers??? accommodation campus in the village of Shurton. There are no facilities in the village and an influx of 520 workers will swamp the hamlet of around 100 residents. It is completely unfair of EdF to force such a vast number of workers along with all the other disruptions that will be enforced on the local residents. EdF will be building on a Greenfield site, completely destroying habitats and adding further pollution as the site is constructed. There will be so much light, noise and dust pollution created by the preliminary works, I feel it is completely unacceptable to add further misery to local residents.	89563-15-426		/		
Tractivity 1299	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The impact of 510 foreign, migrant workers on a small local villages and communities will detrimentally affect the residents way of life.	89565-15-764		/		
Tractivity 1299	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	It will cause a lot less disruption to local residents and also be more suitable for the workers to have access to Bridgwaters? more varied amenities.	89565-15-1248			/	
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The ?5 million to support local housing may help a few but many locals will be unable to to access private rented accommodation because market rents will be pushed up beyond their reach ,due to the increased competition from incoming HPC workers. There will be more homelessness in both the local poulation and in the incoming poulation as a result of the HPC project.	89566-15-456			/	
Tractivity 1301	Public	Stage 2 Update	The slightly lower proposed number will still completely outnumber residents and will prove to be a huge intrusion to a struggling rural community	89567-15-465	/			
Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	We have rcently become aware of a proposal from West Somerset council to locate up to locate up to 300 bed spaces adjacent to Williton. The residents of Willtion firmly rejected that wriqianl prosal and we were pleased that EDF listened and amended their plans. We feel strongly that EDF should not reexamine this proposal again.	89576-15-627			/	
Tractivity 1312	Public	Stage 2 Update	Living in STOLFORD close to the Hinkley C site i am worried about the light pollution coming from the campus especially at night.	89578-15-277		/		

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Tractivity 1334	Public	Stage 2 Update	The on site accommodation, whilst decreased in number, I believe should not be built at all, as it will add extra traffic, noise, congestion, pollution and disturbance to local residents, who will be adversely affected anyway.	89600-15-1277		/		
Tractivity 1363	Public	Stage 2 Update	I do not feel the social implications on the local residents of the large accommodation unit, one would assume full of male construction workers, has even been considered by EDF.	89629-15-420		/		
Tractivity 1368	Public	Stage 2 Update	Yes. I do not support building on the Bridgwater and Albion rugby pitch. This land was a refuse tip in the past and was owned by SDC. This land also has a covenant on it that it should be used for recreational purposes.	89634-15-71		/		
Tractivity 1371	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	I dont think a slightly smaller accomodation blockk will have much effect on us living so close to the site but a small reduction is better than none	89637-15-426		/		
Tractivity 183	Public	Stage 1	4. Any other ideas or comments? Cannington is too small a village to adequately handle the extra 200 people campus, freight centre and park and ride. Consultation document does not give exact locations for these schemes.	8900-15-936	/			
Tractivity 184	Public	Stage 1	4. Any other ideas or comments? cannington cannot accomodate such a vast transportation and accommadation influx as proposed. EDF must consider the impact on the cannington community and maintain a sense of village life. it is not appropriate to change the life of the village residents and destroy the village community.	8901-15-1069	/			
Tractivity 184	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. accommadation for several hundred construction workers in cannington is not appropriate. bridgwater would benefit from the business	8901-15-2633	/			
Tractivity 187	Public	Stage 1	4. Any other ideas or comments? I am not convinced that the plan to build a 200 bed campus in cannington is ideal. If there are no plans to utilise the buildings subsequent to the build, then surely the lowest impact option would be to provide more on-site accommodation? Also very liitle is mentioned regarding the option of a Bridgwater Northern bypass... this would greatly improve the Cannington impact and allow Dunball Wharf to be utilised maximally.	8903-15-1176	/			

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Tractivity 187	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  see previous comments re Cannington site. If sited and consulted on properly, accommodation could provide a real asset to local area in longer term, but is vital that long term is planned for and that local residents are involved from outset.	8903-15-2846	/			
Tractivity 189	Public	Stage 1	4. Any other ideas or comments?  Why build accommodation at Cannington and Williton, obviously whoever thought of these proposals has never been to the area and seen for themselves what the roads are like.  It would make more sense to build a road from Dunball, M5 J23, across the River Paret towards Hinkley Point.  The A39 between Cannington and Bridgwater is a red route with several bad accidents in the past few years, having all the extra traffic on that road is likely to cause more accidents.	8905-15-947	/			
Tractivity 191	Public	Stage 1	4. Any other ideas or comments?  Worker accomodation close to Hinkley Shurton is NOT acceptable it will radically alter the population balance of the area. Ther are bound to be issues with 700 workers residing in walking distance of villages with low populations.  The lane through Burton and Shurton will become intolerable with the burden of additional traffic. We know this because of the B site outage affect which for an increase of only approx 400 workers not 4000!  The houses close to the lane are not built to modern standards of construction and are likely to suffer damage. The traffic noise will be intolerable for 4-6 hous a day and people walking on the road will be placed at great risk particularly during the school run.  EDF should compensate for this disruption and agree to upgrade buildings to mitigate the affect of traffic increases eg improved glazing.	8906-15-1538	/			
Tractivity 191	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  So far there is no evidence that any of our concerns that have been raised at Shurton meetings have been considered and that we have actually been actively mislead by the EdF representatives particularly regarding raffic control in the lanes, the use of the fields closest to the villages, the loss of rights of way and especially the potential of a hostel and permanent car park close to Shurton and Wick.	8906-15-6696			/	
Tractivity 200	Public	Stage 1	4. Any other ideas or comments?  It would be less intrusive to local communities if all the accommodation and freight sites were located alongside the new C site construction. This would cause less impact on local villages	8908-15-930		/		

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Tractivity 200	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I feel that the proposed developments in the village locations would be extremely detrimental to the local community. The amount of noise pollution created by the proposed development would severely impair the quality of life for those affected plus the local amenities could not cope with the amount of workers which have been proposed at each site.	8908-15-4324			/	
Tractivity 202	Public	Stage 1	4. Any other ideas or comments?  I think a more aggressive support to (if necessary creation of) public transport, shared with the public and linking with higher provision for mid-distance communities.  Accommodation for visitors needs more thought, is there enough capacity in Somerset?	8909-15-1131		/		
Tractivity 203	Public	Stage 1	4. Any other ideas or comments?  The idea of building accommodation in Williton is absurd. Williton is a small village and having hundreds of migrant workers invade the village would cause disruption and nuisance. Build the accommodation next to Hinkley Point, which is already an eyesore.	8910-15-1066	/			
Tractivity 204	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I am not in favour of a large accommodation site located at the facility because, from my own knowledge of similar solutions (the channel tunnel construction site, for one), there was a massive local increase in crime and violence, not to mention inevitable conflict with the locals. The local area is too sparsely populated to absorb so many incomers and the existing socio-economic mix of the area would be adversely affected. Most residents are here because of the high quality of life the existing mix offers and would suffer serious adverse effects should this solution be adopted. Whilst I appreciate that this proposal is aimed at reducing traffic volumes in the area, I suggest that either a lower number be accommodated on site and more use made of the park and ride scheme, or that the staff be accommodated in smaller groups over a greater geographical area.  Alternatively, train more local people and reduce the requirement to import you	9335-15-4171	/			
Tractivity 206	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Cannington search area A as proposed will bring in 200+ transient workers who will over-exploit the facilities Cannington has to offer. Concerns regards water run-off in what is already known to be a flood area. Noise & light pollution from park & ride as well as lorry park.	8912-15-2184	/			

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Tractivity 207	Public	Stage 1	4. Any other ideas or comments? Appreciate that a considerable amount of work has taken place regarding transport and accommodation, but nevertheless concerned about the huge impact of the current relatively quiet, rural area. Despite the proposals regarding transport, fleets of coaches still constitute considerable increased traffic and my concern is access and egress from Stockland Bristol.	8913-15-914			/	
Tractivity 208	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? If you built the Bypass from Bridgwater to Hinkley Point that would mean that you would not have to use Cannington at all	8914-15-936			/	
Tractivity 210	Public	Stage 1	4. Any other ideas or comments? The claim that there will be no increase in traffic through Bridgwater at peak times doesn't ring true, given the number of campuses, park & ride and storage sites under consideration. Accommodation needs to be built where it will best benefit the local area after construction is complete; not just spread around everywhere.	8915-15-1028			/	
Tractivity 212	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied 4. Any other ideas or comments? No freight, park & ride or new accommodation facilities should be sited in villages only towns or industrial areas.	8917-15-863	/			
Tractivity 214	Public	Stage 1	4. Any other ideas or comments? Too much transport facility is being focussed on Cannington. Am concerned about the number of contractors to be based in Cannington	8918-15-1036	/			

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Tractivity 215	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Very worried about the initial proposals for managing transport. Proposal for Cannington bypass is fine but no thought has been given to improving the current A39 from Bridgwater which is already extremely busy especially during the tourist season. Travelling through Bridgwater itself is also very, very busy so any extra traffic is going to make it virtually intolerable. The proposed park and ride schemes should also be offered to Cannington residents to use free of charge. I would happily leave my car in a secure car park several nights of the week if it meant I could get home from Junction 24 more quickly.</p> <p>I don't understand why accommodation for the construction workers has to be built within Cannington. It worries me that the village will be inundated with a huge number of mostly male workers. I am female and currently often have to walk my dogs alone around the dark village early in the morning and in the evenings. Why can't the ac</p>	9336-15-919	/			
Tractivity 216	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments? I strongly support the idea that the alternative bridge and route road, which was proposed and passed in 1889 Planning application should be the route of choice to the new EDF site. This is because Bridgwater and A39 are already very congested with holiday traffic at different times of the year, and it seems very short-term and ill-advised to add to this load, even with all the careful Park and Ride plans. They could access the site on buses via a new road, and avoid even more congestion in Bridgwater, and on the already overstretched, and accident-prone A 39.</p>	8919-15-1321		/		
Tractivity 217	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>Am very concerned that contractors and workers would still use the main through road to park on verges, in other villages and laybys along the route.</p> <p>I would not like to see the accommodation more than two stories in height. My family have lost enough of our privacy through previous building at the rear of our property. Perhaps you could consider barrack type dwellings?</p>	8920-15-1398		/		
Tractivity 218	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities. The campus as identified on the plan CAN A is situated too near the village houses. The proposed buildings will be spread over the site being temporary in style and will not enhance the village in the long run. Better to build this accommodation away from the immediate houses as the noise and pollution will cause public nuisance.</p>	8921-15-2915	/			

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Tractivity 220	Public	Stage 1	4. Any other ideas or comments? Putting a large amount of workers (single) in a small village environment will have a catastrophic effect on village life- probably for the worse. Why can't the hostels be closer to the main site?  I would like to see the transport help in other areas and have as little impact on peoples lives as possible-for example building the road from J23 to Rodway/Combwich.	8922-15-1096	/			
Tractivity 222	Public	Stage 1	4. Any other ideas or comments? Many of the proposals such as the construction of a by-pass are innovative, considerate and useful to local communities. However, others such as camps for contractors and the location of 'park and ride' sites are intrusive and may lead to animosity.	8924-15-1187		/		
Tractivity 230	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Naturally I am totally opposed to the proposal for on-site accomodation in the location you have identified. It will add insult to injury for Shurton residents and it will make additional hell for the area in general. If you do build the hostel and then after construction turn the space into a car-park for outages it will be abused as a facility and will cause additional light and noise pollution.  I am dismayed by the damage proposed to Williton.	8931-15-3376		/		
Tractivity 231	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation must not be inflicted on existing residential areas. Hard working, High earning, Hard playing contractors away from home are not compatible with village communities with high incidence of retired people	8932-15-2547		/		
Tractivity 240	Public	Stage 1	4. Any other ideas or comments? Very shocked by the potential ruination of large areas of countryside well away from the site, particularly between Cannington and Combwich ! Once turned into Car parks and freight depots this land will be used for building when you have finished.	8936-15-1009			/	
Tractivity 243	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Why ruin our village. What are 800 extra men going to do on their time off?Get drunk and ruin the safety of our village and the safety of our children?	8939-15-2304	/			
Tractivity 246	Public	Stage 1	4. Any other ideas or comments? Dont want my village to become a dormitory for a construction camp.	9342-15-926	/			



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Tractivity 246	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Do not want to become a construction camp.	9342-15-2136	/			
Tractivity 247	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  More on site accomodation would have less affect on Cannington and the local amenities.	8940-15-2251	/			
Tractivity 249	Public	Stage 1	4. Any other ideas or comments?  Why not keep all accomodation on site and therefore affect as few local families as possible. If on site then transport needs will be reduced. The immediate hamlets will already have their lives ruined but you could limit the effect on those a few miles away.	8942-15-1042	/			
Tractivity 249	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Keep 'campus' accomodation in Bridgwater or on site. Protect the villages from potential trouble caused by single young men living in groups. However I feel that if workers lived in houses or rented accomodation in the villages they are more likely to integrate successfully.	8942-15-2679	/			
Tractivity 259	Public	Stage 1	4. Accommodation Box ticked: Satisfied  4. Any other ideas or comments?  Must have enough for the workers to do on site in the villages where there is nothing else to entertain	8948-15-941	/			
Tractivity 261	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation should be provided as close as possible to the site to minimise transport/traffic problems/congestion.  Future use of facilities should be discussed in detail with neighbourhood population and relevant councils.	8950-15-2144	/			

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Tractivity 263	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Putting 700 migrant construction workers in a camp so close to small villages, doubling the population overnight, will be a recipe for disaster, as they will swamp local facilities. All accommodation should be in or near Bridgwater which has the infrastructure to cope with these numbers. I support the use of local accommodation for small numbers as this will bring money into the area without swamping facilities. However I am not clear how this will work if they have to then travel somewhere to catch a bus back to site	8952-15-3408	/			
Tractivity 265	Public	Stage 1	6. Temporary campus on-site for up to 700 workers  Box ticked: Not in Favour  6. Campus accommodation on a site to the south of Cannington for up to 200 workers with potential long-term legacy uses including student accommodation, hotel or other	8954-15-1296	/			
Tractivity 266	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  Q7b both options ticked. I think it is a very bad idea to consider housing workers at Williton and transporting them along the A39 which is not a good road at the best of times and passes through a particularly lovely area of Somerset which would be criminal to damage by road widening or straightening.	8955-15-2824	/			
Tractivity 267	Public	Stage 1	4. Any other ideas or comments?  Park and ride should start around the M5 junctions and to minimise impact on local areas, the accomodation blocks should be either on site or near the M5.	8956-15-1247	/			
Tractivity 267	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I feel that most of the construction workers could be housed either on site or near M5 junctions. They could use the park and ride facility wherever the camps are. The engineers would probably relocate their families, so would rent or buy locally. The impact on Cannington village/ accomodation is at Cannington Centre or on a green field site would be tremendous	8956-15-2843	/			

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Tractivity 279	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous.</p> <p>The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful.</p> <p>To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.</p>	8968-15-1993	/			
Tractivity 285	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>I think all workers' accommodation should be either on-site or as close as possible.</p> <p>Transport, even park and ride schemes will increase traffic on already pressurised road system</p>	8973-15-915	/			
Tractivity 285	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Although worker accommodation would be an economic boost whichever area it's in, at what cost?</p> <p>The Williton site bordering Mamsey House nursing home is worrying, and I would like more information to see how this would affect the well-being of Mamsey's residents, all of whom are frail, elderly and would not relish the effects of 200 workers and their cars etc on their doorstep. Also, the access road appears to run right next to Mamsey House.</p> <p>This site also appears to border the hospital, and I have similar reservations for the patients there.</p> <p>Where would the accommodation be situated on this site, and which areas would be car park?</p>	8973-15-2206	/			
Tractivity 285	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>On a personal level I think the effect on our inadequate road systems is worrying.</p> <p>On a professional level, (Personal information removed), I am worried about the detrimental effects worker accommodation might have on our residents, and I would be interested to see more detailed plans regarding the site.</p> <p>NB These are my personal views, NOT those of (Personal information removed).</p>	8973-15-4643	/			

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Tractivity 288	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I have no objection for a new power station at Hinkley Point.  But in order to minimise disruption and inconvenience to local villages, it makes sense to me to centralise freight/transport and accommodation at Dunball with a private road for construction only as directly as possible to site.	8976-15-3554		/		
Tractivity 289	Public	Stage 1	4. Any other ideas or comments?  Large park and ride facilities to the north west and south and central areas around Cannington for 900 cars each would seem to bring congestion there.  Accommodation for for 320 people in Cannington could be difficult and disturbing.	8977-15-945	/			
Tractivity 289	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Too large encampments would swamp many areas and the needed workforce would be best dispersed to avoid or reduce this.	8977-15-2576	/			
Tractivity 291	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Any accommodation should be useful to the community after the project.	8979-15-2089	/			
Tractivity 292	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all  4. Any other ideas or comments?  The process so far has been arbitrary and non-consultative about the widest range of options. EG:  1. Why these location options and no others?  2. Why NO information about consultation process in Williton? No flyers to all households, no prominent advertisements, no timely local paper coverage. Danesfield School presentation on 05.12.09 was only known about because a private individual found out and publicised it on telegraph poles.  3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!	8980-15-1183	/			

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Tractivity 292	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  There is a high chance that local support for the power station will be changed to active opposition if the worker/transport problems are followed	8980-15-5897	/			
Tractivity 299	Public	Stage 1	4. Any other ideas or comments?  Transport: concerned about the effect of a large park and ride at Dunball, unlikely to be a long term benefit. Impact on local villages especially Pawlett? Not all traffic will traffic to the Ppark and ride via the M5.  Accommodation.	8987-15-875	/			
Tractivity 302	Public	Stage 1	4. Accommodation  Box ticked: Not Satisfied at all  4. Any other ideas or comments?  I'm very concerned that the accommodation 'blocks' are so large - people will naturally gravitate towards local villages/towns and the impact of so many predominantly make people will or could be troublesome.  Park and ride is a good idea but will there be a compulsory element to the workers' contracts? The country roads are very busy and even worse at holiday times - more vehicles will be intolerable.	8990-15-1346	/			
Tractivity 302	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  My great fear is 'off duty' workers looking for entertainment, -siting large groups near the villages is not a good idea.  There are huge housing estates being built on the southern side (Willstock and Dawes Farm) Bridgwater, there are plans for houses along the A39 where the cellophane/plastics factories were. These sites would be large enough and more suitable.  The houses/flats could then remain as dwellings.	8990-15-3222			/	
Tractivity 305	Public	Stage 1	4. Any other ideas or comments?  Not sure how this is going to be handled really. There will be a huge increase in the volume of traffic on the Hinkley Point road due to the proposed being built in the area. This could have a major impact on Shurton, the village I live in.	8993-15-1380	/			

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Tractivity 305	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Understandably it will be necessary to house all the workers. If they are to be based in to the site in order to minimise traffic I hope short cuts will not be taken through small rural villages due to our small roads. Also I note that there will be future benefits for Bridgwater, Cannington, Williton etc but nothing for us Shurton residents who will be disrupted the most. This I am not happy about. It appears we are small enough to be the forgotten few who will suffer the most.	8993-15-2715	/			
Tractivity 314	Public	Stage 1	4. Any other ideas or comments?  I am concerned about the volume of traffic on the C182 it is bad enough during a B Station outage. With new-build traffic as well I am afraid that fatalities will be inevitable. Having a 700 bed hostel on site would partly alleviate this.	9002-15-1197	/			
Tractivity 314	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The thought of 200 workers mixing with students in Cannington is horrendous. The impact on Williton would also be disproportionate. I think Bridgwater could absorb the influx better. As for privately-rented accommodation, this would be required for B Station outages.	9002-15-2582	/			
Tractivity 318	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  320 workers located in a small village (Cannington) would create an unwelcome Dodge city environment. All the workers should be housed on Hinkley Point Site and the promise of the long term benefits to Cannington College will not alleviate the social and environmental impact on Cannington village residents including Brymore farm school staff, students and their families.	9006-15-2793	/			
Tractivity 323	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  700 seems to be an excessive number for one location and would surely increase traffic tremendously at shift changes etc. Which route would the transport from Williton take the quickest route would be through Stogursey and Shurton putting extra traffic on our narrow roads.	9011-15-2942	/			
Tractivity 325	Public	Stage 1	4. Any other ideas or comments?  It needs a COMPLETE re-think of the routes of access to the construction site for road safety's sake on already busy and overcrowded roads (A39)  Temporary accommodation for a VERY large work force must NOT be placed near habitation on CANNINGTON.	9013-15-1309	/			

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Tractivity 325	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Both my husband and I strongly object to the proposal of 120 temporary (?) dwellings for your workforce on the pitch and putt site in Cannington. We live in an adjacent bungalow and our bedroom and sitting room windows are only 8 feet away from its perimeter fence. We particularly will be disturbed in our BEDROOM. There will be LITTLE or NO privacy and possible noise aggravation.</p>	9013-15-5726	/			
Tractivity 337	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>[NB note added under the chosen tick box: We have a care home and don't need a hotel. The hotel we did have closed.]</p> <p>Totally against ANY use of Williton as a site for construction workers because:</p> <p>Development to the east would mean destruction of beautiful fields - currently a great local amenity. Parts of these fields are low lying, easily water logged - prone to flooding.</p> <p>With regard to both sites - many years of extra traffic on already busy, winding roads.</p> <p>Presence of single men has potential for trouble - 3 policemen cover a large area.</p> <p>Pressure on local services - eg medical.</p>	9025-15-2389	/			
Tractivity 341	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?</p>	9029-15-1061	/			
Tractivity 342	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>An accommodation block for 700 on site is unacceptable. There should be no accommodation facilities on site. This will lead to marauding groups of single men invading by car our peaceful villages and hamlets by day and drunk by night. We will have no 'wild west' here!!</p> <p>There is sufficient land allocated for housing development at Willstock Farm Bridgwater, land between the A39 and A38 up to Dunball to site all the accommodation required.</p>	9030-15-1232	/			

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Tractivity 352	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think the workforce will be welcome and should become part of the local communities which need fresh impetus and new ideas. It is a return to 60's. Not keen on the chaps being hosed out at the site in what is virtually no man's land.	9040-15-3217	/			
Tractivity 354	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Need more information on impact on Cannington village. Currently facilities (eg Shop, recreation etc) would not support up to 320 workers.  If new facilities provided - where would they be and could villagers use them  If new campus site built would it edge right onto existing village housing (eg Mill Close, Clifford Park etc) or would there be "green space" (eg landscaping, planted woodland etc) to separate  If accommodation site is agreed in Cannington then park and ride should not be. To have both is far too much in one small village	9042-15-2108	/			
Tractivity 355	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The impact on Cannington, which has little in the way of facilities, would be to ruin it's character. There are only a few pubs and shopping facilities, we moved here for a peaceful and better life and the events of a site 7 miles away threaten to destroy this village.	9043-15-2552	/			
Tractivity 360	Public	Stage 1	4. Any other ideas or comments?  Accommodating the construction workers on site would negate all of the hostel requirements in locations ill equipped to deal with the volume and type of employees you propose. It would also negate the need for the park and ride facilities off site	9048-15-939	/			
Tractivity 363	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The land to the south of Cannington is 20 acres of agricultural land belonging to Brymore School. This land is essential to the viability of the school farm. The school is unique in it being the only school in the country that provides a practical vocational education to NVQ level in agriculture. As it is impossible to envisage any suitable land being available to replace the loss of this 20 acres, this would jeopardize the future of this vital national asset.  This would be an act of criminal institutional vandalism.	9051-15-2122			/	



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Tractivity 366	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Workers should be encouraged to integrate with the community, and should not be contained in large groups. This can be evidenced by how existing strategy for housing problems families. Problem families are not housed in estates together.	9053-15-2291	/			
Tractivity 366	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  Very positive about the need for a new nuclear power station. Very unsatisfied about the proposals for construction phase in relation to housing of temporary workers and movement of goods and services.	9053-15-4426		/		
Tractivity 370	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation in Cannington would disrupt quiet village life & change its village status	9057-15-2436			/	
Tractivity 374	Public	Stage 1	4. Any other ideas or comments?  Too many people being housed in Cannington for the size of the village. Too many single men drinking.	9061-15-989	/			
Tractivity 376	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  As long as the accomodation areas have suitable ammenities to keep the populous occupied in what are small family villages, not currently equipped for an influx of workers.	9063-15-2706	/			
Tractivity 378	Public	Stage 1	4. Any other ideas or comments?  1. To judge from current proposals, I am not convinced that sufficient effort has gone into identifying derelict industrial land and brownfield sites as locations for temporary accommodation. Greenfield sites should be used only as the absolute last resort and I think my idea below is worth serious study.  2. Based on my experience in the offshore oil industry, I suggest that a 'Flotel' could be floated into position alongside the planned temporary jetty, and then sunk and secured onto pillars socketed into the sea bed. Flotels are commonplace in Europe (on the Rhine and Danube for example) and can accommodate 1000 - 2000 people, complete with catering, utilities and leisure facilities.. Desalination and sewerage plant would mirror that provided on cruise ships. The land earmarked for the 700 bed temporary campus would be used as a parking area and I've no doubt additional derelict industrial land could be identified in and arou	9346-15-1700	/			

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Tractivity 379	Public	Stage 1	2. Any other ideas or comments? Don't put any sites in Williton, West Somerset at all. The infrastructure of Williton will not cope.	9065-15-620	/			
Tractivity 379	Public	Stage 1	4. Any other ideas or comments? We do not want anything to do with this at all in Williton. I do not want to look out of my kitchen window and see an ugly concrete building. If the jobs provided are for local people and people from surrounding areas why is there a need to building accommodation blocks?	9065-15-991	/			
Tractivity 380	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? Building further roads and accomodation for EDF's french workforce will not only destroy our tranquility but also put an impossible strain on local services for example healthcare, schooling and local amenities. Crime will definately rise with nothing in place to rectify this.	9066-15-1513	/			
Tractivity 387	Public	Stage 1	4. Any other ideas or comments? there must be better places than right next to a housing estate in cannington where there alot of young families with children, not only will it be an eyesore and a constant disruption, it is dangerous for the children, even putting it the opposite side of the bypass would make more sense, its absolutely ridiculas!!!!!!	9072-15-947	/			
Tractivity 388	Public	Stage 1	4. Any other ideas or comments? The village of Cannington is not up for sale on this issue, or prepared to be part of any bargain between EDF and landowners. The proposals are a disgrace and an affront to local people.	9073-15-962	/			
Tractivity 390	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. the proposed campus accommodation at Cannington College is sited on a popular Pitch and Putt course where there are many lovely trees	9075-15-2144	/			
Tractivity 391	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Small and targetted accommodation settlements in the area will keep workers money in the local community. Providing accomodation this ammount of workers willhave a significant impact on the communities , especially when the construction work is complete.	9076-15-3116	/			

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Tractivity 394	Public	Stage 1	4. Any other ideas or comments? Keep away from local villages so as not to ruin their infrastructure.	9079-15-950	/			
Tractivity 394	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Certainly not wanted in Williton. Why spoil the infrastructure of the village? Do not use guesthouses and caravan parks generally used by visitors to the area. We need tourism in the area, not migrant workers.	9079-15-2140	/			
Tractivity 395	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I haven't answered the last question as it clearly absurd. There is not enough such accommodation for so many and would deprive local people of badly needed permanent homes. Bridgwater is the nearest large conurbation that could cope. It would be a disaster. socially and structurally, for any of the villages.	9080-15-2708	/			
Tractivity 396	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The extra accommodation in Williton will interfere with the infrastructure of the village & possibly damage the flood plane management.	9081-15-2049	/			
Tractivity 401	Public	Stage 1	4. Any other ideas or comments? Proposed accommodation for workers/families at Hinkley Point c (700) is far to high in number as this will double the local population. This number should be kept well under the 7 proposed, and not to include families. Also accommodation etc. should only be temporary.	9084-15-1184	/			
Tractivity 402	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. It is not socially safe to put rough necks at any location near vulnerable students if these hostels were built they would be almost derelict by the time the colleges could make use of them.	9085-15-2525	/			
Tractivity 406	Public	Stage 1	4. Any other ideas or comments? A) Cannot a road be constructed parallel to the hook V links that go from Hinkley to Dunball Wharf vehicles need to get to these areas to construct pylons. B) 320 mostly male contractors will have a negative impact on the community. Cannington does not have facilities to support this.	9089-15-890	/			

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Tractivity 410	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Concerned for people already renting being pushed out by landlords in favour of hirer rents being possibly affordable to EDF personal. But in favour of guesthouses Public Houses being used.	9092-15-2411	/			
Tractivity 411	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The construction workers should be accommodated on site to avoid disruption to villages which could not cope with extra people. The road situation , with particular reference to the road between Cannington and Williton, Does not need extra traffic.	9093-15-2067	/			
Tractivity 412	Public	Stage 1	4. Any other ideas or comments?  Using Williton, a small village to house 700 workers is not acceptable - we are a small community and we cannot cope with this amount of new people entering the village. Why not build a site nearer to Hinkley?	9094-15-915	/			
Tractivity 413	Public	Stage 1	4. Any other ideas or comments?  We do not agree that EDF's proposals for having park and ride facilities and workers accommodation removed from or near the site are acceptable and are not warranted on economic or practical grounds.	9095-15-995			/	
Tractivity 413	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Same answer as question 4.  We do not agree that EDF's proposals for having park and ride facilities and workers accommodation removed from or near to the site are acceptable and are not warranted on economic or practical grounds.	9095-15-2385	/			
Tractivity 414	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton is not suitable for campus accommodation as the village is a considerable distance from Hinkley and it will only cause congestion and a strain on local services.	9096-15-2061	/			
Tractivity 414	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Do not feel that constructing campus accommodation is suitable for our area.	9096-15-3338	/			

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Tractivity 416	Public	Stage 1	4. Any other ideas or comments? Why does one of the planned accomodation/park & ride sites need to be in Williton? This part of the A39 us already far too busy without adding to the traffic problems. We bought our house on (personal information removed), Williton, in 2008 as our dream home, mainly because of the open views over the Bristol Channel & the beautiful aspect of the Quantock Hills, I cannot believe there is a possibility that this could be ruined by construction directly in our line of view!	9098-15-935	/			
Tractivity 429	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? I live in the Williton area and don't want the village to become clogged with buses/cars trying to get to Hinkley Point via the Bridgwater road. AAG lorries use this road which is precarious at the best of times. Try driving behind them, especially at night. Accommodation should be as close as possible to the construction site. It is just common sense to use less transport to service the construction workers as near as possible to their place of work.	9110-15-1187		/		
Tractivity 438	Public	Stage 1	4. Any other ideas or comments? more thorough research needed, not much local knowlege and understanding apparent	9117-15-1059	/			
Tractivity 438	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Bringing workers out as far as Williton is crazy as it will create even more transport problems (and pollution!). On site makes sense and using the brownfield sites in Bridgwater makes sense. Forcing large numbers of people and houses on smaller communities doesn't	9117-15-2463	/			
Tractivity 446	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The influx of thousands of non local workers, many of whom will be of foreign origin, mainly male and single will destroy the rural nature of the local villages and damage the tourist hotel industry as workers take up the holiday accommodation required for holiday workers.	9125-15-2911	/			

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Tractivity 447	Public	Stage 1	4. Accommodation Box ticked: no data 4. Any other ideas or comments? Hallam Land Management note the expectation that "œmuch of its construction traffic will be coming along the A38, from Junction 23 of the M5, using the BNDR so minimising the impact on roads in Central Bridgwater" (paragraph 4.2.10). Without offering any view on the need or otherwise for a bypass around Bridgwater at this stage, Hallam Land would expect measures to be put in place to ensure that construction traffic does not pass through the centre of Bridgwater or key junctions or highway infrastructure which is not suitable or appropriate or have the capacity for such traffic.	9354-15-820	/			
Tractivity 449	Public	Stage 1	4. Any other ideas or comments? Any accomodation in Cannington will ruin the village for ever (not just during the construction stage)	9127-15-883	/			
Tractivity 452	Public	Stage 1	4. Any other ideas or comments? Workers being bussed in from Williton must be transported via Cannington and the C182, not the route via Strington and Shurton which consists of narrow lanes used frequently by tractors and horse riders. Accidents would be inevitable as would delays. I am very concerned about the possible increase of traffic on our lanes. The coach company awarded the contract must have a clause in the contract as to the route to be taken. The hostel for 700 workers needs to be as far away from Shurton as possible if it is deemed essential, but I disagree with its placement on site.	9130-15-1940	/			
Tractivity 452	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I am very concerned about the large numbers of workers to be accomodated in such close proximity to our community. I fear that crime rates will rise and believe that a permanent police presence will be required. There should be no access from this hostel to Shurton, nor parking facilities there. The hostel must be placed as far away from Shurton as possible if it cannot be placed elsewhere than on site.	9130-15-3742			/	
Tractivity 453	Public	Stage 1	4. Any other ideas or comments? Transport, Williton, Large increase of traffic at all hours due to shift work. Accomodation, with site workers way way from site, via narrow roads and on a quiet village community?	9131-15-902			/	

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Tractivity 453	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I am fearful of the impact of 200 single men staying close to the community. One major incident could spark real resentment that no amount of sticking plaster could repair. In my view you need the people on your side. Site the hostels away from communities and you're half way there.	9131-15-4198	/			
Tractivity 454	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We feel 700 workers based on site at Hinkley Point is too many. Even though you are providing restaurants and leisure facilities, we do not feel this will be enough to keep that many people entertained and do not feel the local villages will be able to cope with that many extra people. Also, has the safety of local residents and children been taken into consideration with so many people on site in one place.	9355-15-3200	/			
Tractivity 457	Public	Stage 1	4. Any other ideas or comments?  Any on site hostel to have all facilities needed so as not to create burdens on surrounding villages/sites. No hostel would be better.	9134-15-1708	/			
Tractivity 457	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All routes to site from accommodation to use major roads - not use small village roads.	9134-15-3124	/			
Tractivity 461	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton based workers will result in more traffic using the minor roads to the west of the Station - this should be avoided.  Use of rented accommodation will probably happen by default, probably local supply will increase. Need to be aware that this could impact local tourism and also outage periods on the B Station when there can be large short-term influxes of contractors.	9138-15-2472	/			
Tractivity 465	Public	Stage 1	4. Any other ideas or comments?  Please avoid Cannington for parking and accommodation especially the college site which is already overloaded.	9142-15-967	/			
Tractivity 465	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Basing workers in campuses away from Hinkley does nothing to aid the villages involved. Bridgwater may accommodate additional workforce and has the facilities to accommodate them.	9142-15-2341	/			

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Tractivity 466	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  In the first option 700 seems too high.  The last option needs limitation in some way to prevent the current 'users' being pushed out completely, possibly never to return on completion of HPC.	9356-15-4461	/			
Tractivity 473	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Cannington College expansion is not welcome and would be detrimental to the residents of Cannington. The proposed exit from college grounds into Chads Hill is dangerous and unacceptable as Chads Hill is roughly 3 metres wide with no pedestrian paths and caters for 2 way traffic. In any normal situation it would never receive planning consent from local authority.	9149-15-2571	/			
Tractivity 477	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The disruption 5000 contractors will cause fills me with horror. And all for what? A new nuclear plant won't help solve our energy problems or our climate problems.	9153-15-2717			/	
Tractivity 480	Public	Stage 1	I cannot understand why Williton has been chosen as a site, this will increase traffic on the A39/A358 for no apparent reason, traffic from Minehead to the east for Hinkley point will be minimal. A park and ride from a village in the middle of no where seems non-sensical, surely traffic of people should be kept to a minimum.	9156-15-2352	/			
Tractivity 481	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton is too far to go to site. Big traffic jams likely. A39 is busy enough already.	9157-15-2245		/		



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Tractivity 485	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am against the proposal to accomodate up to 200 workers in Williton. I feel this would have a detrimental impact on the village and can see no "long term benefits." A former hotel in Williton closed and had to be made into housing - I see no reason to think Williton will require another. I feel that Williton would not easily accommodate 200 male workers and I imagine they would look to Minehead or Taunton for entertainment so why not accomodate them there? The site ear marked to the East of Williton I consider unsuitable as access is poor and might even be dangerous. I imagine the associated traffic from the enormous park and ride facility would then have to negotiate its way through already congested roads, the village centre to gain access to the Bridgwater Road. What would be possible use of this park and ride facility at the end of the construction? I cannot see a use. What percentage of local people will be working at Hinkley and living in the proposed campus accommodation? How do EDF intend to police</p>	9357-15-1970	/			
Tractivity 486	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation for contractors should only be available in bridgwater. Cannington is already going to be significantly affected. Many cannington residents work out Hinkley Point and have seen how the contractors behave. The MAJORITY of contractors drink after work daily and residents have seen first hand how they treat the village and its residents. They have little respect and can behave in an intimidating manner. I would not be happy for my children to walk around the village knowing that 350 men who travel all around the country, live here. It would be a far more unsafe environment.</p>	9161-15-914	/			
Tractivity 497	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>A39 already overburdebed. Suggest purpose-built &amp;apos;village&amp;apos; on fields up to a mile away from Hinkley connect &amp;apos;village&amp;apos; by road across fields. All leisure facilities on site (don&amp;apos;t stint) remove whe n construction ends, not permanent construction return to owners.</p>	9170-15-1099	/			
Tractivity 502	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>We have no objections to EDF Energy&amp;apos;s proposals for development of a new nuclear power station at Hinkley Point. We do object strongly to the proposals for managing of transport and accommodation need not be included, this will destroy Cannington and depreciate the value of property. EDF have sufficient funds to pay for a route from the M5 Junction 23 across the Dunball area and direct to Hinkley Point. Do not destroy cannington and surrounding areas!</p>	9175-15-3807	/			

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Tractivity 503	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Need to consider rationale for Bridgwater sites- using more than are with numbers controlled	9176-15-2481	/			
Tractivity 510	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  See my comments on point 4. Any accommodation building at Cannington Village or Williton must be avoided at all costs- these places should remain unspoilt. Cannington College must be the best judge of whether they have need and space for additional buildings. If you insist on campuses being built then Bridgwater Junction 23 is least of the evils, but that creates problems in transporting the workers to and fro. Keep accommodation on or immediately adjacent to the site, keep it of a temporary nature and remove as soon as construction is finished returning the land to its original state. You are proposing to build facilities at various places in a beautiful quiet unspoilt area of Somerset. Please do not wreck it by covering bits of it in tarmac and 'facilities' that are not wanted and once construction is complete, destined to become eyesores and white elephant.	9182-15-3482	/			
Tractivity 516	Public	Stage 1	Accommodation should not be placed in Cannington but on site and in Bridgwater where it would be much easier assimilated. use of brownfield sites is more preferable than the destruction of greenfield sites in Cannington. 320 temporary workers in Cannington would be totally overwhelming and unacceptable.	9188-15-2728	/			
Tractivity 523	Public	Stage 1	4. Any other ideas or comments?  Accommodation should be on site to avoid transport by roads that already have traffic problems. Why should other areas have to put up with having 200 or more migrant workers dumped on them for 10 or 12 years?	9194-15-1213	/			
Tractivity 523	Public	Stage 1	Please give comments on your preferences and any suggestions about the future use of these facilities.  This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot being dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.	9194-15-2589	/			
Tractivity 527	Public	Stage 1	We don't want a camp on site location too fragile, country lanes too narrow no facilities for coping with extra people. Does park and ride work? I understand in France it doesn't and chaos reigns everywhere!	9198-15-1755	/			

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Tractivity 531	Public	Stage 1	4. Any other ideas or comments? Not an option. Accommodation should be on the work site. All you propose doing is defacing other areas.	9201-15-945	/			
Tractivity 535	Public	Stage 1	4. Any other ideas or comments? If a hostel is required on site it should be located further to the North away from Shurton. There should be concrete guarantees that local minor roads through Burton and Shurton will not be used for workers transportation .	9205-15-1427	/			
Tractivity 539	Public	Stage 1	4. Any other ideas or comments? Unlike some, including one of my local district councillors and parish councillors, I am not concerned about the origins of workers to be accommodated onsite. I agree with Barnes (1990) that Stogursey has changed since the previous construction. Indeed it even has a few minority ethnic residents I am pleased to say. I am concerned though about the increase in traffic on the lanes when onsite residents travel to and from more exciting places. I feel (unlike Barnes 1990) that 700 is a large number of temporary residents to 'bolt onto' a parish the size of Stogursey.	9208-15-1464	/			
Tractivity 539	Public	Stage 1	As a non resident of Cannington or Williton I feel unable to comment on these proposals. Onsite accommodation seems sensible but I think 700 is too many, relative to the size of the local population (Stogursey and Hamlets).	9208-15-3375	/			
Tractivity 539	Public	Stage 1	I don't think workers should be accommodated on the college campus, even if it is an obvious moneyspinner for Bridgwater College. There are too many immature and vulnerable young people at Cannington College for such a mix. Are all the workers and their visitors going to have CRB checks?	9208-15-3600	/			
Tractivity 540	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I cannot see any long term benefits for Williton- a new care home is due to be built, planning has just been obtained. Use of owner-occupied, guest houses etc would affect the tourism trade in the area. The A39 is heavily congested more so in the summer months it is very neglected and has many accidents leading to road closures.	9209-15-2568	/			
Tractivity 543	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. You are proposing to take over enough land by the existing site, site these campuses there. Again there is no need to be near this village. If you build here you will be taking away the heart of the village, and peace will be shattered forever.	9212-15-2269	/			

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Tractivity 544	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think all of these options will have a highly negative impact on local communities. Even if there is temporary campus on site the workers have to go somewhere for relaxation when off duty and they will be using the village. There is no good option. Somerset has a thriving tourist industry - your development is likely to destroy this. I don't think campus accommodation is likely to have a potential long term legacy use. Of all the options Bridgwater is possibly the most likely to work out effectively as there is more infrastructure for workers to link into social activities etc.	9213-15-3000			/	
Tractivity 547	Public	Stage 1	4. Any other ideas or comments?  Putting so many dormitory style existences makes one question what so many fairly homesick people are going to do for entertainment in a village and whether this will lead to boredom and consequent drinking and rowdiness - pubs being the only local facility likely to attract folk with little to do.	9216-15-1044			/	
Tractivity 550	Public	Stage 1	700 workers situated in shurton is too many and will have a detrimental effect on the local population.	9219-15-2056	/			
Tractivity 570	Public	Stage 1	4. Any other ideas or comments?  Any other ideas or comments?  I live in Williton and am concerned about the style of accomodation to be put on the final chosen site. I live directly behind one proposed area, next to the hospital. If this site is selected the accomodation should be single storey, and a perimeter fence erected to ensure, that workers use the main enterence for access only. It should also be screened from the houses and hospital. Of course such use has a detrimental effect on house prices and saleability, so I would like to see some sort of compensation package offer to those directly effected. Also I would expect the rates assessment to be downgraded for the duration.	9239-15-916		/		
Tractivity 572	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  The campus at Cannington College borders my house. My quality of life will be severely affected by this it will *block the views from my property, noise level will worsen with 120 men living on my doorstep and overlooking my property. I will not feel safe in my own home and I hope this does not happen, if it does I will be looking for compensation.	9241-15-2093			/	

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Tractivity 580	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number of smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C</p>	9249-15-921	/			
Tractivity 581	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>We object to the whole idea of having a campus/park and ride site in Williton. A minority of local workers would be likely to be recruited in Williton, with move from Minehead and the A39 between the two is already crowded and dangerous a few buses would be preferable to lots of cars, the A39 from Williton to Cannington is also overcrowded and accommodation workers in Williton would add to this.</p>	9250-15-1309			/	
Tractivity 583	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I feel as many as possible should be housed as near as possible as transport costs are reduced and the implications for the environment reduced. Accommodation at Williton could be bad as it would entail a lot of traffic on an already busy road from Williton to the site. The buildings would be obsolete after build of the power station as Williton would have no use for a 200 bed building.</p>	9252-15-2216	/			

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Tractivity 584	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>What about Nether Stowey?</p> <p>A new care home will soon be built. A hotel would not be viable.</p> <p>I fail to comprehend why EDF would consider siting a parkand ride and accommodation in Williton. When I asked one of your advisors I was told it was after discussions with West Somerset District Council. Fact straight out denied by the Williton Councillor, also present, who had been assured by the cheif planning officer this is not the case, who to believe? Williton is situated at the point where both &amp;apos;red routes A39 ans A358 converge. Both roads are literally &amp;apos;death traps&amp;apos; none of your advisors could tell me exactly how far the journey was from Williton to Hinkley C but it must be in excess of 15 miles! The A39 is the main holiday route into Exmoor/ West Somerset coast, inclding Butlins. The road conjested with commuting buses would destroy the only industry in the area, i.e tourism and resul</p>	9363-15-2114		/		
Tractivity 584	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>I have commented only on Williton as I'm afraid I do not have enough knowledge regarding the other proposals. I do know what Williton does not have the infrustructure for your proposals. Very little thought seems to have gone into the two proposals sites. Both are flood plains. After tons of concrete are laid on these green fields would the surface water go? Williton village is already prone to flooding and sewage system is principally victorian. WILLITON DOES NOT WANT YOUR PARK &amp; RIDE OR ACCOMODATION</p>	9363-15-5735			/	
Tractivity 585	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Although we see the need for some accommodation at Hinkley Point, the maximum amount proposed is much too high and should be no more than 300. The limited accommodation with a legacy for Cannington College is appropriate. Otherwise the aim should be to minimise the impact on the local area and respect and retain it's natural beauty and special character of small rural settlements.</p>	9364-15-2469		/		
Tractivity 592	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The location of accommodation should take into account the carbon footprint of transport.</p>	9258-15-1170	/			

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Tractivity 594	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation should be sought in Bridgwater or Taunton where the volume of workers can be accommodated more easily without having such an impact as it would on our village[Cannington].</p> <p>We already accommodate the students from the college within our environment and should not be expected to accommodate another 320 workers.</p> <p>I would suggest by already having the college students in our village within the age range of 16 upwards and our local youth of a similar age we would not be creating the correct environment for these impressionable teenagers.</p> <p>I cannot agree to having any accommodation for workers in a rural village.</p>	9260-15-3004			/	
Tractivity 597	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Think the 700 workers that are going to be housed in Shurton/Hinkley should be put on site in Bridgwater. There are lots of 'nightlife' - pubs, medical centres, dentists for the work staff - a no go at Williton. Nothing for the workers to do - full up with holiday traffic - Williton is a car driver's nightmare in the summer - put them all in coaches, mini buses from Bridgwater - a much better plan for everyone!!!</p>	9263-15-2894	/			
Tractivity 605	Public	Stage 1	<p>Local people are generally opposed to the arrangements for housing and transporting construction workers because of the poor facilities in the villages in the area.</p>	9271-15-5002	/			
Tractivity 606	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Whilst I am mindful of the need for electric power I am certainly not averse to nuclear energy, I am not convinced that enough thought has gone into Cannington and the surrounding villages wellbeing.</p> <p>Your intention to place 320 workers in Cannington, 200 in hostel-type accommodation and 120 within the college, will I feel, create problems i.e. noise, drunkenness and possibly drugs. In addition, I assume you are aware that Cannington is subject to flooding in wet weather, so to have had standing for 100's of white vans and the building of the accommodation will indeed create difficulties for the resident villagers, not only for the distress of being flooded, but insurance will be either difficult or impossible.</p> <p>Then we come to traffic congestion. Everyone will have to pick their times to venture out to shop in Bridgwater or wherever their choice of venue, if indeed with the volume of vehicles anticipated, there is a right time to go. Suggestions have been made as alternative routes, but rejected due to c</p>	9366-15-3479	/			

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Tractivity 618	Public	Stage 1	4. Any other ideas or comments? We are not yet sure what the final plans are but we are concerned that there will be a considerable increase in the volume of traffic through Shurton. We are also concerned about numbers proposed for construction workers on site. We understand that this will be for 700 people but we have noted the concern of Williton and Cannington and hope that the figure of 700 will not be increased.	9282-15-1071			/	
Tractivity 671	Public	Stage 1	4. Any other ideas or comments? How was this managed during the original building of Hinkley Point? Are there any lessons to be drawn from this experience? Accommodation should be concentrated as local to the site where there should be no impact on transport outside the area and necessary amenities and entertainment and policing need not be duplicated elsewhere. Spreading possible problems only multiplies them.	9334-15-1752			/	
Tractivity 23207	Public	Stage 1	Reference the above proposals I wish to register my extreme dismay and concern. I appreciate that EDF is a commercial concern whose prime motivation is profit, and this is understandable. However, I believe that, in this case, consideration of cost reduction has been totally one sided in favour of EDF. They have chosen the cheapest option with no thought or concern shown towards the cost inflicted on the residents of Cannington, Comwich and Williton villages or the town of Bridgwater. I believe the impact, particularly on the villages, will be devastating. I believe the cost to human suffering and disruption to be far in excess of the cost of routing access across Dunball Wharf and providing accommodation, storage, parking etc. etc. on the Hinkley site itself.	9380-15-56			/	
Tractivity 30711	Public	Stage 1	Quite why you feel the need to build 300 construction workers homes and a massive park and ride car park in Williton on Green Field sites is beyond me. Why not Bridgwater which already has a massive amount of new homes being built on brown field sites and has the infrastructure to cope with this influx. Also the stretch of A39 linking Williton with Bridgwater is one of the worst roads in the country with an appallingly high accident rate. The last thing it needs is even more traffic using it.	9385-15-619			/	
Tractivity 50885	Public	Stage 1	My fifth reason is that more workers will be coming in and it will disrupt the local villages and local people with more people coming. House prices will go up and the villages will be made bigger which many people like me will not like.	9394-15-1203	/			



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Tractivity 50890	Public	Stage 1	<p>In respect of the proposed 200 bedroom hostel there are again numerous questions:</p> <ul style="list-style-type: none"> <li>- How self contained would it be?</li> <li>- Would its catering facilities serve all meals, including at weekends?</li> <li>- Would the cafeteria be licensed?</li> <li>- Would all of the 200 bedrooms be for single men?</li> <li>- Do you envisage the workers returning to their families for the weekend?</li> <li>- Is it envisaged that any of the incoming construction workers will come to the area with wife and family, and if so how many, and where are you intending to house them?</li> <li>- What would a temporary 200 bed hostel look like - presumably you have erected some in recent times in France?</li> <li>- How many non construction workers will be coming i.e. more permanent employees and are any of these planned to be in Williton?</li> </ul> <p>The market for 'hostel' type accommodation is extremely limited. Two care homes close to Williton have closed in the last few years and that market is fragile at best. Williton has had a large accommodation unit - the Victorian Workhouse/Hospital - empty for many years, and a modern equivalent, which might well have to be demolished, could well be a burden for the community.</p>	9395-15-1171	/			
Tractivity 50899	Public	Stage 1	4. Local life will be disrupted by a large influx of temporary workers. 500 acres of agricultural land will be sacrificed.	9396-15-1234	/			
Tractivity 60901	Public	Stage 1	Commented on her concerns over the hostel planned for Williton is too far from the Hinkley Point Site and the increased traffic will cause more carbon emission. Williton has no facilities to house or entertain 200 workers and its a long distance to get to anywhere with entertainment. The Sampford Mill Farm site is difficult due to access being through the village, better to have an access to avoid Williton. Mamsey Bridge site if it is more compact (if it has to be built)	9404-15-0			/	

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Tractivity 62205	Public	Stage 1	<p>f) The suggested sites in Williton have their own problems, i.e. flooding issues; increasing traffic on to two roads that are over-used already; potential social problems caused by considerable increase in population of the village - there being very little entertainment for the workers who would have to go to Taunton to find recreational facilities.</p> <p>g) Williton has quite a lot of social housing already and there are areas in Williton on which housing developments could be created without utilising these two new areas. The land on which the accommodation is proposed is agricultural land that should be retained for that purpose - food production is as essential to the needs of the country as is electricity.</p> <p>h) The sites proposed are not in the current village plan.</p> <p>i) West Somerset does require more affordable housing, but for locals only. This housing needs to be small scale developments in outlying villages in order for the villages and their scant amenities to survive. A relatively large scale development on the outskirts of Williton would not address this problem.</p> <p>Essentially, it would be much more sensible to accommodate all workers on site, build a new road to Hinkley Point from Bridgwater and do nothing at all around Williton - thus creating minimum disruption to the whole area.</p>	9427-15-1046	/			
Tractivity 62213	Public	Stage 1	There must also be strong objection to the proposals of 320 accommodation units for workers within the Cannington Parish boundary. This is a disproportionate number of itinerate workers, injected into a small community, which can only prove to be a recipe for disaster for that local community. The brown field sites, north of Bridgwater, must be the only option as their situation, adjacent to larger, urban areas, would be more capable of absorbing the 'free time activities' of the workforce, than that of the local villages.	9431-15-2139	/			
Tractivity 62373	Public	Stage 2	Neither have the protestations of your neighbours during Stage 1 or at meetings since then had any effect on the plans being drawn up to place the three-storied Campus on a ridge one field away from our homes. The thought of the noise, disruption and light pollution, which will inevitably arise from the placing of the Campus, has angered residents, as has the sheer overwhelming proposed number of the workers in this rural area.	10044-15-1491	/			
Tractivity 62442	Public	Stage 2	House prices will undoubtedly fall, crime will probably rise, noise, traffic and light pollution will be horrendous, wildlife will be disturbed, the risk of flooding will increase resulting in higher house insurance premiums, trying to get in and out of Comwich will become a complete nightmare and the right for pleasure boats to use the wharf and the right for walkers to use the river path to the south of the ponds will disappear as EDF bullies move in and take over our beautiful village and our lives.	10070-15-1160	/			

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Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Comment Having this number of contract workers is bound to be a source of irritation and possible bad behaviour.	10124-15-1815			/	
Tractivity 62582	Public	Stage 2	People living in Shurton do not want to be overlooked by your huge campus, and listen to the noise from the football pitches, the bars and other entertainments at night, when they have spent all day listening to the noise from the construction of Hinkley C. We do not want their cars zooming round the narrow lanes where horses and tractors are constantly travelling; it will be a death-trap. It is totally unfair and unjustified to make the local residents suffer in this way, we will be putting up with enough already with traffic noise, building noise, dirt, dust, smells and mess, please don't make life hell for us.	10133-15-3454			/	
Tractivity 62608	Public	Stage 2	Can you please explain to us how we can be expected to believe these statements when the stated intentions of EdF are to:- 1) Use our narrow and windy local lanes for mini-buses and associated traffic, bringing chaos and danger to either Stogursey and its school or Burton/Shurton with its single-width bridge. 2) Imposing an on-site campus of 700 workers on the tiny hamlets of Burton. Shurton and Wick which have a total population seriously inferior to this number.	10155-15-387	/			
South Somerset Council	Local Authority	Stage 2	The lack of detail and impact analysis of the within the Accommodation Strategy makes it difficult to make a firm view one way or another on the impact of the proposals. From the information given with 30% local recruitment, the resulting balance of temporary accommodation spaces to be found locally, some 3500, will have a significant impact on the local housing markets, curtaining opportunities for those already registering for rehousing, and critically affecting the supply of rented accommodation. There is no indication of how far afield the required 1,575 dwellings for workers are to be found. Even assuming these to be located in Sedgemoor and West Somerset this could displace urgent cases to be rehoused in the rest of Somerset.	10210-15-1740	/			
Mendip District Council	Local Authority	Stage 2	1. There was grave concerns about the potential displacement of tenants from the district's private rented stock should the proposal result in an influx of migrant workers, which subsequently impacts on the availability of private rented housing and drives up the affordability factor for our residents.	10211-15-1969	/			
North Somerset Council	Local Authority	Stage 2	Weston-super-Mare is a prime seaside resort which lies only 19 miles north of Bridgwater. It has undergone a major regeneration of it's seafront over the last year with major improvements to the sea defences and public realm. Given that the construction workforce will live up to 90 minutes travelling time from Hinkley Point, there is a distinct possibility that the town will be chosen by workers as their temporary place of residence during the construction period. This could have a major impact on the local housing market as well as the tourism industry.	10212-15-1711			/	

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Taunton Deane Borough Council	Local Authority	Stage 2	Taunton Deane concurs with Sedgemoor District Council's opinion that the proposed accommodation strategy fails to manage the major impacts effectively. The accommodation requirements of the proposal will have a significant impact on the local housing market in Taunton Deane.	10213-15-1361	/			
Taunton Deane Borough Council	Local Authority	Stage 2	The influx of workers will have a major impact on the local housing market, not only within Sedgemoor and West Somerset, but also in Taunton Deane, which is within the same Strategic Housing Market Area.	10213-15-2045	/			
Taunton Deane Borough Council	Local Authority	Stage 2	The Council is disappointed not to see some sort of accommodation 'legacy' proposals to mitigate the effect upon the local housing market such as the funding of an appropriate level of new permanent housing to accommodate the workforce within the Taunton area as well as Bridgwater and the immediate environs of the construction site.	10213-15-2982		/		
Cannington Parish Council	Statutory Consultee	Stage 2	The knock-on effect of long-term lack of places available together with constant traffic problems will affect the whole area, as potential visitors will give up trying to find a vacant 'bed'. Whilst long-term bookings for contractors will obviously be beneficial to B&B businesses, the area will probably never recover its potential for tourism after such a long building project is finally completed.	10221-15-4346			/	
Cheddar Parish Council	Statutory Consultee	Stage 2	No consideration has been made to the catastrophic depreciation that local property will face,	10222-15-5644			/	
Stockland Bristol Parish Council	Statutory Consultee	Stage 2	Stockland has never benefited in any way from the 2 existing stations and we fail to see how we will from this proposal, all we will have is 7 years of 24/7/365 working and associated noise, traffic congestion, light pollution and lower House prices. There are more properties for sale in Stockland than I have ever seen before and no takers! This is very unusual as properties are usually snapped up within weeks even during depressions.	10232-15-3334			/	
Stringston Parish Council	Statutory Consultee	Stage 2	here appear to be no accommodation strategies in place to organise the housing of workers as EDF are unable to provide certainty regarding accommodation, which thus affects transport predictions.	10233-15-4897	/			
Watchet Town Council	Statutory Consultee	Stage 2	2. Accommodation: - If additional accommodation is available on the Butlins site in Minehead, this would ultimately impact on the volume of traffic on the already busy A39.	10235-15-448		/		
Exmoor Tourist Association	Non-Statutory Consultee	Stage 2	The workforce accommodation is required - a complex to house thousands of workers is a social disaster both for the EDF workforce and any future occupants, chickens would not be allowed to be kept in such conditions of over crowding.	10256-15-2781	/			

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Exmoor Tourist Association	Non-Statutory Consultee	Stage 2	Small blocks of affordable housing for the present EDF workforce is far more acceptable - however, will they want to move away when the project is complete? Therefore none of the advantages of having the houses built will benefit the local population.	10256-15-3018		/		
Tractivity 62469	Public	Stage 2	q) Concentrating the campuses in one small area in Bridgwater guarantees the maximum of detrimental social impacts, skewing the local gender balance unacceptably (up around 84% among men aged 30-64 in Sydenham) and pitting the Hinkley workers directly against the adult resident population and, in Sydenham, many of those will be unemployed or unable to compete financially, so resentments will grow.	89469-15-14124	/			
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	We would like urgent clarification on the next stages of the project and further detailed proposals to consult on the project as a whole, and indeed, elements of the project not contained in the Stage 2 consultation material. These include proposals for training facilities, proposals for permanent housing and details on the land use and transport implications of the supply chain. It is our view that the lack of detail on these elements hinders an assessment of cumulative impact and makes it impossible for the authorities to advise on quality issues which need to be addressed prior to submission.	89185-15-4824	/			
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	In assessing the impact on the housing market, it is likely that the housing market will be affected by this proposal. The development is likely to drive up house prices, and unaffordability, but also may result in people in private rented sector being asked to leave to accommodate the EDF workforce.	89186-15-16180	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no evidence of a strategic spatial planning approach to a number of aspects of the Stage 2 proposals. A prime example is the lack of detailed accommodation and transport strategies and how these will work together to ensure sustainable communities. It is not yet clear whether EDF's proposals are appropriate, that the impacts and harms can be adequately mitigated or that Somerset will derive appropriate benefit.	89189-15-2474	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	11. With regard to community cohesion, the issue of the proposed accommodation strategy is particularly acute, together with ensuring that new migrant worker populations are appropriately integrated within existing communities.	89189-15-9884	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Further work is required to both establish the baseline information and to define the likely tourism impacts and displacements in accommodation, for example.	89189-15-12616	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	16. Based upon the information presented there is little or no evidence to justify the scale of the development that has been identified to take place in towns and smaller rural Somerset villages and the impact that this will have on settlements such as Bridgwater, Williton, Combwich/Otterhampton, Shurton/Burton, and Stogursey. There is a significant risk that development could have a detrimental impact upon the character of small rural communities.	89189-15-13186	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- A lack of clarity on an affordable housing legacy and adequacy of the accommodation strategy, including the approach to focus development on Bridgwater, isolation from the wider community and the impact on transport, tourism, the housing market and schools.	89196-15-11536			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Furthermore, it is understood that the accommodation strategy is still subject to change. Given that no further formal public consultation is planned prior to the DCO application, the County Council is concerned that the public will not have been fully and accurately consulted on the development proposals.	89225-15-3767	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	For example, concerns about the concentration of workers in one area rather than the integration emphasised by the locations chosen in Phase 2 in Bridgwater - there are very serious socio-economic, physical, social, recreational and transport impacts, all of which appear to have been disregarded. There is an urgent need to press for Stage 3 or 2b consultation - especially as some authorities and agencies are only just waking up to the potential impacts. In the main we find that the Phase 2 plans are incomplete, often misplaced and very short on realistic justification.	89263-15-1796	/			

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Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Existing housing should also be maximised but not at expense of local needs.	89263-15-7854			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	We believe that there will be numerous social and emergency service issues and that these have been ignored.	89263-15-9810	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	- Sites should be chosen with due regard to residential development surrounding especially on new development sites achieving suitable social mix and compatibility. - Development on sports fields should only be pursued where the overriding interests of existing users benefit. Any development must take account of, and must complement and enhance the built environment.	89264-15-3221	/			
Stogursey Parish Council	Statutory Consultee	Stage 2	SPC is seriously concerned that the influx of workers with families will seriously overload already stretched local healthcare facilities, leading to local residents suffering a poorer service. The proposed payments to Somerset PCT appear to be mainly aimed at providing interpreters rather than bolstering the medical care provision. These workers and their families should be required to use the facilities that are to be provided at the on-site camp if this goes ahead. If not, SPC believe that far greater financial support to the PCT will be required for provision of medical staff and physical infrastructure than is currently planned.	89288-15-14749	/			
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- We are concerned that residential accommodation in the town, currently accessed by automotive and overseas students as well as potential additional apprenticeships arising from the Hinkley construction project could become very difficult to access as a result of competing demands from EDF and supply chain workforce.	89437-15-5520	/			
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- Ensuring that due consideration is given to the segregation of workforce from College students particularly in relation to students walking down College Way past the site of the Bridgwater C accommodation. Containing vehicle access within the Bridgwater C site would be a much better solution as would creating a bus terminal spot within the development thus eliminating the need for a bus layby on College Way.	89437-15-6445	/			

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Stop Hinkley	Non-Statutory Consultee	Stage 2	Although EdF has "re-arranged the furniture" in its Stage 2 proposals in the sense that the location of various facilities, such as accommodation hostels and traffic-related provisions, have been moved around, this does not alter the fact that this is one of the largest construction projects ever in this region and will have multiple negative effects.	89451-15-456	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  b) The campus sites should not impact negatively on the amenity of existing properties and households;	89298-15-1502			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is noted that the Stage 2 proposals provide a total of 1,925 campus bedspaces, representing a significant contingency of around 385 bedspaces under the 30% scenario. This contingency figure could have significant effects on other accommodation types take-up, which could in turn then affect a number of EIA assessments, dependant on these figures.	89305-15-2362			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is the authorities' view that capacity in the private rented sector in the area has been inadequately assessed. The introduction of pressures on the market of the scale proposed are anticipated to have direct implications both on communities and on the authorities who will have to respond to the consequences, including homelessness. It is the responsibility of the authorities to ensure that there is an adequate supply of affordable housing. A focussed strategy that identifies risks and sets out solutions needs to be developed by EDF Energy and agreed with the authorities.	89307-15-9457	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Accommodation issues are effectively discounted by assuming that "there is sufficient private accommodation available to meet the needs of the workforce required to construct the proposed off site associated development and it is proposed that no project specific accommodation will be provided" (paragraph 1.1.79 Volume 3).	89360-15-7514			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Further cumulative assessment is required of the combined and additive effects of the three accommodation campuses on the area of Bridgwater and the services which support these communities.	89409-15-20364	/			



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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In terms of accommodation, a more considered and comprehensive understanding of accommodation impacts and a responsive strategy will be required to inform a detailed strategy.	89416-15-583	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- A risk assessment setting out how the worker accommodation approach will impact on the existing and future rental market with a focus on implications of cost increases, affordability and council services;	89416-15-978			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Assessment of how worker accommodation supply can feed into local housing needs and targets, including details on worker profiles (including family needs, different group structures, cultural requirements etc) and phasing of delivery with clear details on timescales and numbers, including contingency strategies for under and over-supply scenarios. This should also demonstrate how accommodation will respond to workers needs.	89416-15-1188	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- responds to impacts on the affordable housing supply requirements of the authorities in Somerset;	89416-15-1818	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- sets out how existing market housing (including long term empty properties) and extant but undelivered housing consents, will contribute to supply;	89416-15-1921			/	
Tractivity 62907	Public	Stage 2 Update	My Dad at nearly 89 is not up to another house move; our house price, already low because of Hinkley B, will sink dramatically if the conditions you propose do happen.	89662-15-740			/	

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Tractivity 62913	Public	Stage 2 Update	75% of the 20,000-25,000 jobs will go to workers from within and outside of the United Kingdom, a significant need for temporary accommodation in a rural area.	89665-15-419			/	
Tractivity 62913	Public	Stage 2 Update	How do EDF propose to support the West Somerset District Council, Sedgemoor District Council and the local community when numerous homeless applications are made, 75% of the workforce coming from outside the area, at the end of their contracts of employment and having fulfilled residency criteria by working in the area?	89665-15-2691			/	
Tractivity 62915	Public	Stage 2 Update	Accommodation We had previously been assured by EDF in Stage 2 that there was to be no accommodation proposed for Cannington. At no stage in the meeting on Friday 4 March 2011 or within the "Preferred Proposals" document was any accommodation for construction workers mentioned by EDF staff for Cannington or Cannington Court. We have since ascertained that a proposal has been put forward to use Cannington Court for single worker accommodation. We do not agree with accommodation at Cannington Court or indeed in Cannington village for Hinkley C construction workers. It would put a severe strain on policing/medical facilities/car parking etc notwithstanding the obvious implications involved with so many vulnerable young students from B/W College/Brymore School within our midst. THERE IS NO LEGACY FOR THE VILLAGE FROM THIS ACCOMMODATION, Bridgwater College only would benefit	89666-15-272		/		
Tractivity 62952	Public	Stage 2 Update	You still plan to unacceptably concentrate accommodation full of men in Bridgwater near a college full of vulnerable young people and skewing the local population in a way to guarantee social unrest and upheaval.	89681-15-855		/		
Tractivity 62972	Public	Stage 2 Update	The reduction in the size of the onsite hostel from 700 to 510 is risible. I am surprised that EDF has even bothered to propose such a tiny reduction. The Parish of Stogursey has less than 1300 residents. To add on even 510 is disproportionate. This is aggravated by the fact that it will not be what are normally thought of as households. Whilst I certainly do not wish to prejudge their behaviour, they will be unaccompanied men, away from their families, with no loyalty to the local area. One of the reason there is less crime and disorder in the countryside than in the city is that anonymity is less easy to maintain. This will not be the case with the inmates of EDF's proposed onsite hostel. EDF should put forward a strong argument for having a skeleton staff ie a very small number of less than 100, living on site.	89687-15-2543		/		
West Somerset County Council	Local authority	Stage 2 Update	The effect on our Tourist Accommodation during peak months could have very serious long-term implications for our District. Our fragile economy relies upon the tourist trade heavily and any adverse impact to this will have untold consequences for years to come. We do acknowledge the boost that workers could provide during the winter months and want to work with you to develop a mutually agreed strategy for striking what will undoubtedly need to be a fine balance in this critical area.	89734-15-1788	/			

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West Somerset County Council	Local authority	Stage 2 Update	Finally it will come as no surprise to you that we remain uneasy about the size and location of the on-site campus. Our fierce support for the people who live closest to the site remains constant and the justification for the approach to this element of the main build is not convincing, albeit that contractors will see it as an attractive solution.	89734-15-3183		/		
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	The Council also remains concerned about the actual reality of the total accommodation demand in the Sedgemoor area, which could be greater than anticipated if the project seeks to reduce the need to travel and contractors wish their workers to live in closer proximity to the main site. This could exacerbate pressure and impacts on the housing market and housing services in Sedgemoor.	89735-15-7927			/	
Exmoor National Park Authority	Local authority	Stage 2 Update	3. The strategy to try to accommodate the very large number of temporary workers is not comprehensive or detailed and does not adequately address the likely adverse impacts on the wider area, including Exmoor.	89736-15-1127	/			
Exmoor National Park Authority	Local authority	Stage 2 Update	A significant impact from Hinkley Point C on the National Park is considered to be from the large influx of workers wishing to live within the National Park, both in terms of holiday letting accommodation reducing the capacity for visitors, and in terms of out-pricing local families to locally rented accommodation. The National Park has a very limited supply of housing and even a small influx of workers will have an impact on local communities and their housing supply. Local families already struggle to stay within their communities because of high house prices, high private rents and a lack of local of affordable housing. The National Park Authority with Partners has been delivering affordable housing but this type of housing simply cannot meet all the needs of local communities. With changes to Housing Benefits in the near future and the reduction in funding available from the Homes and Communities Agency the situation is unlikely to improve and in the case of Exmoor the difficulty in delivering for local communities will be exacerbated by Hinkley Point C workers looking for a convenient and very attractive places to live within the National Park.	89736-15-4164	/			
Exmoor National Park Authority	Local authority	Stage 2 Update	To conclude, the National Park Authority still has outstanding concerns with the impact that workers will have on housing and the tourist accommodation within the National Park and the related unauthorised residential development that will result.	89736-15-7795		/		
Exmoor National Park Authority	Local authority	Stage 2 Update	Whilst the latest document is a shift in the right direction it is not sufficient to address these concerns. A more extensive strategy with related delivery package is needed to be worked up to ensure that National Park communities are not adversely affected by such a large scale development nearby.	89736-15-8043			/	

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South Somerset District Council	Local authority	Stage 2 Update	We would question the "Surveys for EDF Energy confirm that there is sufficient accommodation within the local area to meet that need without displacing tourists or putting pressure on local housing." and would like to be able to see them and the analysis that supports the assertion made.	89737-15-658			/	
Mendip District Council	Local authority	Stage 2 Update	The consultation document identifies an expectation that there will be housing take up within the Mendip area by EDF personnel. This number is significant in the western side of the district, particularly the Street and Glastonbury area, and the document indicates a possible 150+ properties being required. This is a significant number of homes that will be lost to the local population and, regardless of whether this take up is by property purchase or rental, will have an adverse effect on local residents.	89738-15-366			/	
Mendip District Council	Local authority	Stage 2 Update	The current social housing transformation plans coming out from government are directing councils to act to discharge their housing duties where people are homeless through the use of the private rental sector. In addition councils are being directed to move people awaiting social housing into the private sector. The loss of such a large number of properties, as identified in the proposal document, will have a significant effect on the council's abilities to discharge its duties.	89738-15-2431			/	
Mendip District Council	Local authority	Stage 2 Update	The council currently has 373 households from the Street area on the social housing register. The number of households identified under the EDF proposal will therefore severely affect the council's ability to house these people in the private sector and place further pressure within the district for affordable housing that the council will not be able to meet.	89738-15-2919			/	
Taunton Deane Borough Council	Local authority	Stage 2 Update	Figure 11 forecasts the likely residence of Hinkley employees. It demonstrates the significant number of employees that will live in Taunton and elsewhere in Taunton Deane Borough. That will have a direct and, potentially, adverse impact on the local labour and housing markets as well as on the local transport infrastructure.	89741-15-4422			/	
Taunton Deane Borough Council	Local authority	Stage 2 Update	The proposed reduction in the number of campus bedspaces will put further pressure on the housing market in Taunton Deane. Whilst that would stimulate demand for new private properties, which is welcomed, it would have an inevitable and detrimental impact on the rented sector, eg: <ul style="list-style-type: none"> <li>- increased demands for private rented housing sector driving up rent levels and potentially leading to affordability problems for local people,</li> <li>- 'informal' housing solutions leading to problems of overcrowding</li> </ul>	89741-15-4753			/	

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Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	The identified locations concentrate provision in one part of the town but pay no heed to integration into the locality and inter-action with the local population.	89746-15-3281			/	
Innovia Cellophane Limited	Consultee with an interest in land	Stage 2 Update	From reviewing the Stage 2a document, we are disappointed at the level of detail provided in describing the proposed changes and how this will impact on the future of land within the existing ownership of Innovia Cellophane Limited. As a consultation document, we feel it does not go far enough in providing a robust evidence base as part of the pre-application consultation requirements leading up to the submission of the Development Consent Order. There are a number of matters which need to be addressed and documented in a transparent manner, allowing the public and key stakeholders to submit representations. It is therefore critical that EDFE work both with Innovia and Sedgemoor District Council to address these concerns with a view to developing a detailed masterplan for Bridgwater A. Only with these points agreed will Innovia have sufficient information to ensure that the delivery of Bridgwater A does not prejudice the delivery of the remainder of the land consented as part of the North East Bridgwater development.	89761-15-5988	/			
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	1) There has been no systematic assessment of the cumulative impact of the Bridgwater-A and Bridgwater-C and park and ride proposals, alongside the North East Bridgwater proposals, to make sure that the North East Bridgwater proposals in their entirety are not compromised or negatively impacted upon in any way;	89772-15-6073	/			
NHS Somerset	Non-statutory consultee	Stage 2 Update	The proposals for accommodating the temporary workforce have been amended both to reflect the increased workforce and in response to concerns about the size of the campuses originally proposed. Campus bedspaces will be reduced from 1925 to 1510 (1000 in Bridgwater, 510 on site).	89773-15-1221			/	

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NHS Somerset	Non-statutory consultee	Stage 2 Update	This means there will be greater reliance on existing underused and 'latent' accommodation. From a public health perspective this raises concerns about housing standards. Standards in the private rented sector are generally not high, with a substantial proportion of the housing stock failing to meet the decent homes standard. Typically this is due to poor heating and insulation. This will be of particular concern where holiday homes and caravans are utilised off season, and appropriate measures should be sought to ensure minimum standards are met. The proposed accommodation office could set the benchmark by requiring prospective landlords to confirm that their accommodation meets the decent homes standard. However, workers may seek to make their own arrangements bypassing the accommodation office, and thus in some cases occupy poor housing or inappropriate caravans etc. There could be increased demand on local authority environmental health officers to deal with substandard accommodation, if preventive measures are ineffective.	89773-15-1504			/	
Magna West Somerset Housing Association Limited	Non-statutory consultee	Stage 2 Update	The impact on the private sector rented market is likely to involve a significant increase in rent levels and less rented accommodation being available as owners look to arrange block lettings with EDF.	89780-15-419			/	
17	Comments received under the EIR from the IPC	Stage 2	<p>4. We intend to maximize the use of local workers to build the power stations but we expect between 3,000 and 3,500 workers at peak to require short-term accommodation because they currently do not live locally. These workers will be accommodated in a mixture of rented and owner-occupied accommodation, bed and breakfast and caravan parks. We are also proposing purpose built accommodation campuses; two in Bridgwater and on the Hinkley Point C site. What are your views on our overall accommodation strategy?</p> <p>Satisfactory Unsatisfactory No Opinion Don't know</p> <p>- Where are the figures to show exactly what proportion of the work-force will be local and how it will be recruited?</p> <p>- Where is the admission that the terms 'peak' and 'short-term' represent several years?</p> <p>- Where in all the company's claims to be 'low-carbon' are the figures to show the traffic generated by the service personnel for the hostels and the recreational use of vehicles by the hostel inhabitants?</p> <p>- The hostels should all be sited in Bridgwater, which already has suitable facilities. The site hostel outnumbered the local community by 7:1 and the population of the host parish by 2:1. EDF's claims that their behaviour policies are effective is unproven; they do not acknowledge recreational activity, nor service traffic, nor even the historic evidence of those residents who endured the building of 'B' station. They take no account of the noise and light intrusion on the established community of local residents - a mere 300 yards away - which will be constant, day in day out, week in week out, for years.</p>	89806-15-4474			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	EDFE's current approach is not supported by the Councils as the current accommodation proposals will undermine important regeneration strategies and investment proposals when they could be making a positive and early contribution.	89873-15-17153		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Large temporary accommodation campuses are considered to be detrimental in terms of place making and regeneration objectives in the short and medium term, providing a poor quality built environment.	89876-15-6757		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Without active management, take up of visitor and private rented accommodation may exceed predictions resulting in displacement of visitors and more critically, low income households including young people dependent on low cost shared accommodation.	89885-15-9484	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Noise and light disturbance (without data to enable the Councils to take a view on potential impacts);	89885-15-13038			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils are concerned about a range of risks associated with the approach currently proposed in particular in relation to the following three key themes:  - Expectation that non-home based workers will seek to take up accommodation within a sixty minute drive time that extends as far as places such as Minehead, Highbridge and Burnham and Weston-Super-Mare, resulting in a masking or dispersal of potential local impacts;	89888-15-7459			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Maintaining large scale campus sites is in direct contravention of existing policy and guidance and without proper consideration of impacts, could have direct negative effects on surrounding communities.	89888-15-8086		/		
40	Comments received under the EIR from the IPC	Stage 2 Update	It would put a severe strain on policing / medical facilities / car parking etc notwithstanding the obvious implications involved with so many vulnerable young students from B/W College / Brymore School within our midst. There is no legacy for the village from this accommodation, Bridgwater College only would benefit	89909-15-871			/	
Tractivity 292	Public	Stage 1	3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!	8980-881-1239			/	
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	By way of reassurance, you advised councillors that EDF would "keep an eye" on the situation, in case the accommodation issue in the town became a problem. Frankly I consider that it is the town and the district councils who should be monitoring the possible impact of around 1,800 people seeking accommodation and not EDF, since your priorities are unlikely to be the same as the towns.	90080-15-2101			/	



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Western Power Distribution	Statutory Consultee	Stage 1	<p>We have no particular comment with regard to the main site or the off site works but thought it prudent to comment on aspects of the off-site works where these are on sites with significant WPD infrastructure.</p> <p>Western Power Distribution have 33,000 Volt (33kV) overhead tower lines running over proposed sites for 'campuses' in Williton and Bridgwater. We request therefore that you consult with us in more detail once developments in proximity to these overhead lines have been decided in outline. Western Power Distribution would look to developers to fund the diversion of less strategic circuits (11 kV and LV) and would normally seek to retain the position of electricity circuits operating at 132,000 Volts (132kV) and 33kV, particularly if the diversion of such circuits placed a financial obligation on Western Power Distribution to either divert or underground them as this would then go against the requirement on Western Power Distribution to operate an economic and efficient electricity distribution system. Planning guidance and layout of developments should take this into account, with uses compatible with the retention of strategic overhead lines, for example such as parking, estate roads, commercial uses or open space, within their immediate proximity.</p>	8706-16-0			/	<p>Consultees raised concerns about various issues including the potential impacts of campuses at Williton and Cannington (Stage 1), the impact of the on-site campus particularly on Shurton (all stages), whether legacy affordable housing could be provided, the need to include recreation facilities for workers, and the sufficiency of the proposed Housing Fund (Stage 2 Update).</p> <p>For EDF Energy's response to the concerns about the impacts of the on-site campus on the village of Shurton and the impacts of campus accommodation at Cannington and Williton, the reader is referred to the Accommodation - Impacts - Impacts (local) response</p> <p>For EDF Energy's response to comments about the availability of affordable housing locally, the reader is referred to the Accommodation - Strategy - Affordable Housing response.</p>
Wembdon Parish Council	Statutory Consultee	Stage 1	<p>4.4 The Parish Council has recognised that there is a major requirement for additional recreational facilities in Wembdon and is working closely with the community in the design and feasibility of such facilities. At this stage the vision is to provide facilities for junior football, village cricket and a village hall plus a multi use play area. Such a facility could be offered as a recreational area for construction and establishment staff and would be an opportunity to facilitate good relations between the existing and incoming communities.</p>	8724-16-10270			/	<p>With respect to the size of the proposed Housing Fund, analysis presented in the Accommodation Strategy shows that it would be capable of bringing forward more than enough accommodation to make up for the proposed use of local housing by Hinkley Point C (HPC) workers.</p> <p>In terms of the facilities needed by workers, the on-site accommodation campus has been designed to include a good level of facilities to meet the anticipated demands of workers. This includes sports pitches (which would also be available for use by local communities), gym facilities, meeting areas, a restaurant and lounge bars and IT facilities. Providing a good set of amenities on-site would result in workers having less need to leave the site and would therefore reduce traffic impacts and help to ensure the well-being and well-mannered behaviour of workers. Medical and other facilities would also be provided for workers so that they would not place a burden on local providers.</p>
Bridgwater Town Council	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>3. Associated development / accommodation</p> <p>The Town Council accept that worker accommodation will be required in the town. With the numbers planned estimated at 500 this should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities. Existing housing should also be maximised but not at expense of local needs. The danger of pushing up costs is apparent and must be remedied so that affordable housing is still available to local people. Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units. Sites should be chosen with due regard to residential development surrounding especially on new development sites achieving suitable social mix and compatibility. Development on sports fields should only be pursued where the overriding interests of existing interests of existing users benefit. Any development must take account of, and must complement and enhance the built environment.</p>	8745-16-3623	/			<p>As with the on-site campus, the Bridgwater A campus would be developed with good quality supporting amenities and facilities for the use of construction workers. In addition to the accommodation units, the development would include an amenity building, comprising communal canteen</p>

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West Hinkley Action Group	Non-Statutory Consultee	Stage 1	<p>- The residents do not wish a hostel to be located on site, but if there is no alternative then they wish the numbers to be limited to 700 beds. The campus should be located as far to the north-east of the site and as far away from Shurton as possible. There is concern about workers leaving local public houses and causing a nuisance to local householders and there should be effective measures to prevent unofficial short-cuts from the entire site to Shurton and Stogursey village. If a campus is built there should be consultation with the local community about after-use of the site; use as an outage car-park is considered to be susceptible to misuse and abuse, a potential source of noise and light pollution, and likely to be unsuitable for the proposed legitimate use unless it is much closer to the main development.</p>	8755-16-4312	/			dining facilities, and a lounge. A clubhouse with changing facilities and showers and external recreational facilities including a single large sports pitch and two 5-a-side pitches would also be provided and would be available to members of the public.
Hallam Land Management	Consultee with an Interest in Land	Stage 1	<p>Where such facilities are not already available then such provision will need to be made in immediate proximity to the accommodation facilities either through new provision or accelerated delivery of planned facilities.</p> <p>Further in light of the proposals for a park and ride facility, and potentially a freight consolidation facility at junction 23, together with the possible campus accommodation at NE Bridgwater, there is likely to be additional pressure on the A38. Therefore we propose that EDF Energy make provision for environmental improvements to the A38 corridor in this area as part of their approach to community benefits.</p>	8760-16-12378			/	
Tractivity 693	Public	Stage 2	<p>9a. Any other ideas or comments?</p> <p>Fine, but obviously the more local labour is used the less will be the demand for temporary accommodation.</p>	9453-16-3939			/	
Tractivity 706	Public	Stage 2	<p>9a. Any other ideas or comments?</p> <p>If this would keep these workers away from Cannington and other villages then it would be a satisfactory compromise.</p>	9466-16-4768			/	
Tractivity 737	Public	Stage 2	<p>this would provide an unacceptable distortion of the local demography. The surrounding area would not be able to cope with this influx. You have not been able to provide convincing arguments in support of this campus or indeed on measures to mitigate or compensate the local population for the substantial loss of amenity and quality of life.</p>	9495-16-5701			/	

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Tractivity 750	Public	Stage 2	4. Any other ideas or comments? Since my engineering expertise was constructing hydro/electric schemes in African and Asia there were invariable in undeveloped areas. Hence we had to build a complete mini town infrastructure to accommodate all of our workers. So the proposals are sound and logical, particularly some local entertainment facilities and sporting interests can be incorporated in the layouts. These will, of course, need to be nurtured and maintained throughout the construction period. A football pitch is really a necessity and also tennis courts. Indoor facilities could include badminton, squash and a machine equipped gym at each location. Your transport proposals are sound with park and ride facilities near M5 exits 23 and 24. You will probably have to incorporate a binding condition in your terms of contract for each worker to have to use the park and ride facilities as people are loath to abandon car travel unless it is enforced.	9508-16-1998		/		
Tractivity 787	Public	Stage 2	4. Any other ideas or comments? This difficult strategy is about right, however as noted later sites are not ideally located in Bridgwater and what about the impact to that area? What are the EDF staff going to do for recreation in Bridgwater? At 'C' site they will have purpose built amenities, in Bridgwater you need to ensure that the town is not overcome with people and particularly if there is any negative impact within the Town. People are fearful, can you assure them that workers accommodated at Bridgwater will have amenities they can use?	9545-16-2010		/		
Tractivity 849	Public	Stage 2	4. Any other ideas or comments? Why can't you employ all the people unable to get a job who live in the Somerset area and have their own homes and then you won't have to provide all that extra accommodation.	9607-16-1596		/		
Tractivity 892	Public	Stage 2	4. Any other ideas or comments? Unsatisfactory without proper recognition of negative socio-economic consequences. Good idea to give L.A.s large fund to mitigate	9650-16-1859			/	
Tractivity 961	Public	Stage 2	9c. Any other ideas or comments? This may be satisfactory but they must not be near local residents.	9719-16-4950			/	
Tractivity 1073	Public	Stage 2	4. Any other ideas or comments? I have no objection to an on-site campus provided adequate leisure facilities are included. Any off-site campuses must not be located in villages but in locations with adequate infrastructure to support the influx of single workers.	9831-16-1587			/	

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Tractivity 1130	Public	Stage 2	4. Any other ideas or comments? It's accepted that a mixture of venues is a positive thing. However, what has EDF proposed in terms of providing leisure facilities for such a large number of workers, most of whom will presumably be male and unaccompanied. Sports and social facilities are in short supply, not least of all No SWIMMING POOL.	9888-16-1691	/			
Tractivity 1140	Public	Stage 2	4. Any other ideas or comments? Not well thought out - no infrastructure	9898-16-1531			/	
Tractivity 1172	Public	Stage 2	4. Any other ideas or comments? Make use of any available sites in Bridgwater and have bare minimum of hostel workers on site. Soundproof hostel accommodation.	9930-16-1942	/			
Tractivity 1187	Public	Stage 2	4. Any other ideas or comments? Provided sufficient facilities provided to occupy workers leisure time and adequate policing in place in case of incidents and antisocial behaviour (eg drink driving)	9945-16-1567	/			
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the existing population the better. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population longterm. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-16-2164	/			
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support services. Bridgwater should be used to house all the workers. the accommodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community.	9953-16-2520	/			
Tractivity 1235	Public	Stage 2 Update	Q1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement? Yes, keep your hinckley workforce in hinckley unless you want to buy my home for the full price as the lorry park will devalue it.	89501-16-0			/	

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Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	<p>Q2 Do you have any comments on our updated accommodation proposals?</p> <p>The housing proposals set out in Stage 2A consultation may benefit Bridgwater College in the long term but not local residents. The £5 million to support local housing may help a few but many locals will be unable to access private rented accommodation because market rents will be pushed up beyond their reach ,due to the increased competition from incoming HPC workers. There will be more homelessness in both the local poulation and in the incoming poulation as a result of the HPC project.</p> <p>The draft HPC Supplementary Planning Document mentions workers accommodation at Cannington Court. If EDF/Bridgwater college have put this back into the project, its omission from the Stage 2A cosultation calls into question how genuine is the cosultation?</p>	89566-16-258		/		
Tractivity 1311	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The Innovia Site would be a definite plus to benefit from a bridge	89577-16-317			/	
Tractivity 1339	Public	Stage 2 Update	I believe your policy of reducing the on site campus accommodation to be deeply flawed. It does NOT fit harmoniously with the developers plan for N.E. Bridgwater. The northern distributor road via Wembdon, the A38 Bristol Road and the A39 Bath Road are already fully utilised and frequently overload for many hours at a time daily. Thee proposals need to consider more carefully the movement of ALL traffic between campuses and the construction site.	89605-16-662		/		
Tractivity 1344	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	EDF should buy these properties to ease the plight of the village and to provide accomodation for the workforce. Any attempt to work TOGETHER with local communities would be better than working against them.	89610-16-649	/			
Tractivity 1359	Public	Stage 2 Update	Good/grateful for fund to help local area adjust to changes in accommodation needs. A useful opportunity for some locals to rent rooms - but also don't want to stop tourists using B&B - nor locals buying affordable homes. All you can do to mitigate/ensure this happens.	89625-16-386		/		

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Tractivity 191	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Worker accomodation close to Hinkley Shurton is NOT acceptable it will radically alter the population balance of the area. Ther are bound to be issues with 700 workers residing in walking distance of villages with low populations.</p> <p>The lane through Burton and Shurton will become intolerable with the burden of additional traffic. We know this because of the B site outage affect which for an increase of only approx 400 workers not 4000!</p> <p>The houses close to the lane are not built to modern standards of construction and are likely to suffer damage. The traffic noise will be intolerable for 4-6 hous a day and people walking on the road will be placed at great risk particularly during the school run.</p> <p>EDF should compensate for this disruption and agree to upgrade buildings to mitigate the affect of traffic increases eg improved glazing.</p>	8906-16-1538	/			
Tractivity 242	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accomodation of 700 people on site is inpractable. There are no leisure facalities for this number, and building these would only add to a very busy work site. Surely it would be more practacle to accomodate these site workers in the local towns, which would add to their economy, whilst keeping the very local villages quiet.</p>	8938-16-1498	/			
Tractivity 261	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation should be provided as close as possible to the site to minimise transport/traffic problems/congestion.</p> <p>Future use of facilities should be discussed in detail with neighbourhood population and relevant councils.</p>	8950-16-2144			/	
Tractivity 281	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The consultation document 'Consultation on Initial Proposals and Options - November 2009' describes the C182 as "an unlight rural road". Current state of road is fair.</p> <p>Suggest partnership with Somerset County Council should be enhanced to upgrade surface for new traffic, and despite what report says, cycle lane should be provided from Bridgwater to Hinkley. Possibly via coast as legacy to local community.</p> <p>Would also like roundabout at Combwich to enhance safety to road users.</p>	9344-16-1496	/			
Tractivity 281	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>A mix of accommodation appears an optimal solution.</p> <p>Could local residents be provided with passes to use the leaisure facilities at Hinkley Point during periods of off-peak demand?</p>	9344-16-3255	/			

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Tractivity 301	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Build further out of the village to minimise impact on residents. The two sites chosen are not appropriate. Williton is too far away from Hinkley.	8989-16-2006	/			
Tractivity 341	Public	Stage 1	4. Any other ideas or comments?  Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?	9029-16-1061	/			
Tractivity 354	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Need more information on impact on Cannington village. Currently facilities (eg Shop, recreation etc) would not support up to 320 workers.  If new facilities provided - where would they be and could villagers use them  If new campus site built would it edge right onto existing village housing (eg Mill Close, Clifford Park etc) or would there be "green space" (eg landscaping, planted woodland etc) to separate  If accommodation site is agreed in Cannington then park and ride should not be. To have both is far too much in one small village	9042-16-2108	/			
Tractivity 387	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The workers do bring alot of custom to cannington and bridgwater, that doesnt however mean we want lots of caravans put in fields next to our houses for them to live in, there are plenty of other options.	9072-16-2447			/	
Tractivity 435	Public	Stage 1	4. Any other ideas or comments?  You should build more houses, not hostile.  You should get families to move clouser, not just the workers.	9114-16-939		/		
Tractivity 441	Public	Stage 1	4. Any other ideas or comments?  The outline proposals look good as far as they go. The details will matter a lot to local residents.  The workers in your accommodation will want relaxation as well as work, so you need to plan for this with local pubs, cinemas etc and perhaps provide a shuttle bus service to Bridgwater or Taunton.	9120-16-2065			/	

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Tractivity 447	Public	Stage 1	<p>The recognition that the impacts of the development of accommodation facilities on the local community will be assessed and mitigated against (paragraph 4.2.13) is welcomed. The development of accommodation facilities will need to be accompanied by contributions, secured through an appropriate legal agreement, to ensure that the health, recreation, education, training and social requirements (for example) of the non-local resident workforce are provided.</p> <p>Where such facilities are not already available then such provision will need to be made in immediate proximity to the accommodation facilities either through new provision or accelerated delivery of planned facilities</p>	9354-16-5454			/	
Tractivity 450	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Extra facilities for education i.e. more school places may be needed/toddler groups. Extra security both near power station and close residential areas. If more houses are built some form of local shop may be needed.</p>	9128-16-3601			/	
Tractivity 469	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is totally unsuitable. The sites are both greenfield and should be sacrosanct. It is too far west these workers need to be close to motorways(for those able to return home at weekends)and large towns (with clubs, bars cinemas etc). Taunton should be considered as well as Nether Stowey, WHich has expressed an interest in having such a campus. If it is still necessary to house workers in Williton, then it should be in smaller units built on brownfield sites (as confirmed by Williton Parish Council). If you are insistent upon destroying greenbelt land then site at Wil-A Mamsey House would cause for less disruption and affect far fewer residents than Wil-B. However, I am totally against any type of accommodation at Williton, as already stated.</p>	9145-16-1952	/			
Tractivity 475	Public	Stage 1	<p>11. Any other comments?</p> <p>More emphasis on A39 development please!</p> <p>Finally - whatever option is chosen for staff accommodation/parking etc in Williton, please return to Greenfield site on completion!</p>	9151-16-5477	/			
Tractivity 492	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments? Only about security and policing around the accomodation area.</p>	9165-16-940	/			



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Tractivity 510	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Transport- There is a proposal by a business man to start a ferry service between Welsh and English coasts of the Bristol Channel. Why don't you seek to employ as many of the staff as you can from the heavily populated areas of Cardiff/Swansea and the vallys? Use the ferry that can dock at you proposaed jetty, then workers can commute back to their homes at the end of each shift, thereby reducing the need for so much accommodation.</p> <p>Accommodation should be of a temporary nature on a immediately adjacent to the site thus avoiding the need to transport them to and from additional accommodation can be in local B&amp;B's, rented propoerty and campsites, putting money into the local economy.</p>	9182-16-1334			/	
Tractivity 566	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation in Bridgwater should not be confined to one site.</p> <p>Legacy benefit if student accommodation residential home, hotel or affordable housing.</p> <p>Should be accompanied by leisure and social facilities.</p> <p>Development on sports fields should only be pursued where overriding interests of existing users benefit.</p>	9235-16-1953	/			
Tractivity 570	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>I live in Williton and am concerned about the style of accomodation to be put on the final chosen site. I live directly behind one proposed area, next to the hospital. If this site is selected the accomodation should be single storey, and a perimeter fence erected to ensure, that workers use the main enterence for access only. It should also be screened from the houses and hospital. Of course such use has a detrimental effect on house prices and saleability, so I would like to see some sort of compensation package offer to those directly effected. Also I would expect the rates assessment to be downgraded for the duration.</p>	9239-16-916	/			
Tractivity 570	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>If a Williton site is used and long term development is plan I would hope it would be in keeping with the village setting, and be complementary to those facilities we already have. I leave then with this thought, the area desperately needs a swimming pool and sports hall.</p>	9239-16-2714		/		

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Tractivity 572	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  The campus at Cannington College borders my house. My quality of life will be severely affected by this it will *block the views from my property, noise level will worsen with 120 men living on my doorstep and overlooking my property. I will not feel safe in my own home and I hope this does not happen, if it does I will be looking for compensation.	9241-16-2093	/			
Tractivity 597	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Think the 700 workers that are going to be housed in Shurton/Hinkley should be put on site in Bridgwater. There are lots of 'nightlife' - pubs, medical centres, dentists for the work staff - a no go at Williton. Nothing for the workers to do - full up with holiday traffic - Williton is a car driver's nightmare in the summer - put them all in coaches, mini buses from Bridgwater - a much better plan for everyone!!!	9263-16-2894	/			
Taunton Deane Borough Council	Local Authority	Stage 2	The Council is disappointed not to see some sort of accommodation 'legacy' proposals to mitigate the effect upon the local housing market such as the funding of an appropriate level of new permanent housing to accommodate the workforce within the Taunton area as well as Bridgwater and the immediate environs of the construction site.	10213-16-2982	/			
Summerfield Developments Ltd	Consultee with an Interest in Land at Stage 1 only	Stage 2	We would welcome the opportunity to find ways to deliver a shorter term solution to EDF's accommodation requirements, that could provide a long term affordable housing legacy for West Somerset.	10272-16-303			/	
Sedgemoor District Council, West Somerset Council and Somerset County Council Joint Councils Response	Dual - local authority, statutory consultee (Somerset) and consultee with an interest in land (Somerset and Sedgemoor)	Stage 2	In addition to the strategies, we would like to see 'delivery plans' for each strategy and key actions which will give clarity on how the outcomes, key performance targets and indicators will be funded and delivered over what timeframe.	10275-16-4137			/	

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Avon and Somerset Constabulary	Statutory Consultee	Stage 2	There is an understanding that a good proportion of workers will come from France, Italy and Romania. There will be a language issue for the police service. What preparation will EDF put in place for this and within the accommodation sites.  The Hinkley accommodation site is expected to hold in the region of 700 workers. What preparations / arrangements do EDF plan to have in place if an off site nuclear emergency occurs. How do they intend to shelter or move such a vast amount of people to safety. NOT ACCOMMODATION	89054-16-2510			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no mention of the need to support local services such as housing advice services during the construction period. There will be a need for this in our view.	89189-16-11307	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There will also be a need to support the monitoring of mitigation measures and to resource local services, such as emergency planning and housing support, should the need arise in the future.	89189-16-11472	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	this may result in additional burden on the affected Local Authorities as a result of additional demand upon key services, such as housing	89195-16-4442		/		
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no affordable housing offer or support for local services (such as housing advice) proposed in Stage 2. This is essential planning mitigation to meet demonstrated housing needs. There is some reference to existing EDF Corporate initiatives concerning energy efficiency for homes and businesses, but this offer could be enhanced.	89196-16-6249	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- A lack of clarity on an affordable housing legacy and adequacy of the accommodation strategy, including the approach to focus development on Bridgwater, isolation from the wider community and the impact on transport, tourism, the housing market and schools.	89196-16-11536			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Development on sports fields should only be pursued where the overriding interests of existing users benefit. Any development must take account of, and must complement and enhance the built environment.	89263-16-8418	/			
Stogursey Parish Council	Statutory Consultee	Stage 2	The best way to reduce the need for accommodation campuses in general, and therefore to concentrate the accommodation in Bridgwater where it can best make use of existing facilities, is to put more effort into recruiting and training locally based workers and to provide good transport infrastructure over a wider local area to bring in workers daily who might otherwise wish to stay in one of the camps. Whilst this would increase bus journey numbers, it would be a small percentage of the total traffic and an acceptable price to pay to remove the on-site camp.	89288-16-11354			/	
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- Ensuring priority allocation of landlady accommodation to students. There would need to be a managed approach to potential competition in pricing.	89437-16-7063			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities are concerned that this vision statement did not feature in the Stage 2 documentation and that the priorities agreed between the Councils and EDF Energy are not reflected in the approach and initiatives identified by EDF Energy to providing accommodation and to mitigate and compensate for any adverse effects of accommodating workers.	89306-16-1956	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Bridgwater Challenge and Vision are key components that the Council will expect EDF Energy to have reference to in proposing any development in the Bridgwater area. The vision will also inform priorities for mitigation in Sedgemoor.	89358-16-5003			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No mitigation measures are proposed for the construction of the campus accommodation.	89360-16-9709			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No mitigation measures are assumed for accommodating workers although there is a reference to any spare capacity in the proposed campus accommodation being made available (paragraph 1.1.79)	89360-16-11199	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Investment in local community facilities, housing or services or direct payments, to compensate for depreciation in property values as a consequence of the project and adverse impacts generally on the housing market and housing supply	89419-16-1814	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Penalties should also be established that seeks to mitigate and compensate for the need to accommodate greater numbers of workers in other forms of accommodation, if the targets are not achieved.	89421-16-802			/	
West Somerset County Council	Local authority	Stage 2 Update	In simple terms the answer to all of these issues is, in our view, investment in new local housing. Our Council has suggested three sites in West Somerset, two of which have planning permission already (in Watchet and Stogursey) and one that, we understand from your team, offers a reasonable investment prospect (in Williton). To facilitate EDF receiving planning permission for the site in Williton, we have published two draft documents, our Joint HPC Supplementary Planning Document and our Williton Masterplan, which both seek to provide you with certainty.	89734-16-3537	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	As far as accommodation management is concerned, the Councils remain very concerned that the light touch approach proposed will not be adequate to avoid, minimise or mitigate potential impacts on housing services or the wider housing market. A much more proactive systems based approach is sought.	89735-16-8318			/	
Exmoor National Park Authority	Local authority	Stage 2 Update	The Accommodation Office is to be welcomed as this may provide some control of where workers are directed and could provide a way of monitoring the uptake and location of accommodation enabling some action to be taken where there are adverse impacts.	89736-16-5335			/	
Exmoor National Park Authority	Local authority	Stage 2 Update	Equally the provision of a Housing Fund is to be welcomed as it will allow the local Housing Authorities (West Somerset and Sedgemoor Councils) to direct funds to meet housing needs. However, given the size of the area involved, and the identified needs of these extensive communities, the proposed £5m fund needs to be substantially increased if it is to have an impact on ameliorating the housing impacts from Hinkley Point C.	89736-16-5589		/		
Exmoor National Park Authority	Local authority	Stage 2 Update	Another significant concern is that with a temporary and transient workforce it is expected that there will be a significant number of workers seeking to find the very cheapest accommodation in order to maximise cash available to send back to their families. There is a very real likelihood that there will be a series of unauthorised residential developments, such as sheds, conversion of farm buildings, caravans, mobile homes, taking place. Such off site matters are beyond the control of EDF but will be a consequence of the development and the very high demand for accommodation. As the National Park is relatively close to Hinkley Point, yet also remote with many of its sites, it will take many resources to track down and deal with these unauthorised residential uses. Protecting a nationally important landscape is a vital task and this will be an ongoing and extra cost to the National Park Authority throughout the extended construction period. EDF should provide a funding stream direct to the National Park Authority to ensure that it has the resources to investigate and deal with the unauthorised residential developments so that this element of the impact on the special qualities of the National Park from the Hinkley Point C development can be minimised.	89736-16-6519			/	
South Somerset District Council	Local authority	Stage 2 Update	A £5M Fund is welcome in principle - clearly accepting some responsibility for the ripple effects of soaking up all the otherwise available private sector accommodation. However £5M does not buy you much in terms of housing (c 100 affordable houses at social rent on current grant rates perhaps). Does this address the additional demand on the local market caused by the reduction in the proposed campus?	89737-16-1494		/		
Taunton Deane Borough Council	Local authority	Stage 2 Update	I would reiterate the point put to you in the Council's previous submission that a better assessment needs to be made of the potential impact upon all housing sectors in Taunton Deane and how any negative impacts will be mitigated.	89741-16-5390		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
NHS Somerset	Non-statutory consultee	Stage 2 Update	This means there will be greater reliance on existing underused and 'latent' accommodation. From a public health perspective this raises concerns about housing standards. Standards in the private rented sector are generally not high, with a substantial proportion of the housing stock failing to meet the decent homes standard. Typically this is due to poor heating and insulation. This will be of particular concern where holiday homes and caravans are utilised off season, and appropriate measures should be sought to ensure minimum standards are met. The proposed accommodation office could set the benchmark by requiring prospective landlords to confirm that their accommodation meets the decent homes standard. However, workers may seek to make their own arrangements bypassing the accommodation office, and thus in some cases occupy poor housing or inappropriate caravans etc. There could be increased demand on local authority environmental health officers to deal with substandard accommodation, if preventive measures are ineffective.	89773-16-1504		/		
NHS Somerset	Non-statutory consultee	Stage 2 Update	Community Proposals - Impacts and Benefits Mitigation Measures  The project is now expected to have a peak workforce of 5600, an increase from the originally projected 5000. The non-home based workforce is expected to peak at 3700, slightly higher than the figures used for NHS Somerset's Stage 2 response. The Health Task Finish Group is considering the health service pressures consequent to the development with the objective of ensuring appropriate mitigation is included within the health action plan. These changes to the numbers make no difference to the principles on which these discussions are taking place, but will have a bearing on the impact of the project on the NHS. This stage of the Health Task Finish Group's work is nearing completion, and we anticipate that this will be submitted to EDF at the end of April, together with the NHS view of the appropriate mitigation response.	89773-16-2906	/			
Magna West Somerset Housing Association Limited	Non-statutory consultee	Stage 2 Update	However, I feel that the additional £5 million to mitigate the potential effects on the local housing market is very small and will not have a significant impact on such an important issue. The impact on the private sector rented market is likely to involve a significant increase in rent levels and less rented accommodation being available as owners look to arrange block lettings with EDF.	89780-16-229		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Strategic Resource Agreements to ensure that Councils have the capacity and skills required to support and manage the housing development activities and the implementation of any mitigation funds will be required as part of obligations	89874-16-2772			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	As far as accommodation management is concerned, the Councils remain very concerned that the light touch approach proposed will not be adequate to avoid, minimise or mitigate potential impacts on housing services or the wider housing market. A much more proactive systems based approach is sought.	89876-16-7393			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Wembdon Parish Council	Statutory Consultee	Stage 1	- Increased demand for residential property	8724-17-4342			/	Consultees raised a range of issues relating to the socio-economic impacts of housing a significant number of non-home based workers in the area during the construction period of Hinkley Point C (HPC). The issues raised fell under five broad areas:
Wembdon Parish Council	Statutory Consultee	Stage 1	4.1 Given the current level of congestion on the road network surrounding Wembdon, the Parish Council considers that there is only limited potential for the development of workers accommodation blocks in Wembdon. There has been the suggestion that such blocks may be built on the old Gerber Fruit Juice factory site and whilst this may appear an attractive legacy opportunity for low cost housing, the impact on the community and the traffic associated with such a development would need to be carefully considered.	8724-17-8842	/			<ul style="list-style-type: none"> <li>campuses;</li> <li>the adequacy of assessment;</li> <li>impacts on other accommodation sectors;</li> <li>worker behaviour and integration with the local community; and</li> <li>increased demand for public services, such as health, education, and leisure as well as regulatory services such as dealing with houses in multiple occupation.</li> </ul>
West Somerset Council	Local Authority	Stage 1	6. Tourism The Council is concerned that there has been no evaluation undertaken of the potential impact of the project on the tourism sector within West Somerset and within the wider sub- region. It will be necessary before confirming an accommodation strategy for the project to present to the Council the impacts on the tourism sector and to set out a coherent strategy to manage and mitigate any impacts.	88780-17-9006	/			<p>Consultees raised a number of issues about campuses, including their size, location, on-site facilities, employment impacts and legacy.</p> <p>Following responses to Stages 1 and 2 of the consultation, in the Stage 2 Update consultation EDF Energy reduced the overall level of campus provision from just over 1,900 bedspaces to 1,510. It also focused provision in three locations, one on-site and two in Bridgwater.</p> <p>The overall approach to the size, location and services and facilities of the campuses has been informed by operational needs and further consultation with the companies bidding to be main civil works contractors.</p>
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Hotel bedspaces used what will the long term impact be on economy.	88900-17-12543	/			<p>A campus-based strategy provides a means of reducing the socio-economic impacts on local communities by:</p> <ul style="list-style-type: none"> <li>concentrating workers in a smaller number of locations where it is easier to provide services and minimise disruption to communities across Somerset;</li> <li>providing most of the day-to-day facilities that workers would need on-site, including catering facilities and a bar, sports pitches and gyms, access to TVs and the internet; and</li> <li>providing bus services to facilities that would not be available on site.</li> </ul> <p>Consultees raised issues about over-use of tourist accommodation. Some respondents stated that workers might drive up the cost of housing generally and that this would lead to an increase in the cost of</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	However, the socio-economic assessment undertaken by Oxford Brookes University assumes only two accommodation centres (Cannington and on-Site) and therefore will need to be revised to take into account the revised proposals for four accommodation centres.	87930-17-4550	/			
Kilve Parish Council	Statutory Consultee	Stage 1	Consideration must also be given to existing businesses who will suffer staff losses due to present staff seeking employment with EDF, and the possibilities of far higher wages. Where does this leave them? Presumably, with the construction of "accommodation blocks" will be the need for staffing. EDF have plans for these accommodation sites to have on site Bars, Restaurants, Gymnasium, Canteen facilities etc, and they will require staff. There is to be a policy of local employment, and this should significantly affect the local workforce. What plans are there in place for off setting this loss to local business?	88930-17-13417	/			

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The impact of worker accommodation in areas which are sometimes remote from facilities is also considered a key issue, as is the impact of traffic movements that such accommodation would involve.	88300-17-2910			/	living. Others feared that the project would drive down house prices.  EDF Energy has updated its <b>Accommodation Strategy</b> . This includes an updated assessment of the existing local accommodation markets. This shows that even in the summer months there is significant unused capacity in local tourist accommodation. It also shows that increased demand from HPC is relatively small in the context of the amount of housing in the area, vacancy levels and the frequency with which people move house.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The baseline needs a fuller account of the likely workforce implications arising from "associated development" and preliminary development e.g. the creation of hostel accommodation and "park and ride". Whilst these are likely to be of a lesser order in terms of skills content and quanta of labour, there may be better opportunities for local exploitation. This has a specific relevance to the achievement of LAA Target 152.	88520-17-0	/			HPC workers would also provide financial benefits for tourist accommodation providers, especially in the winter months, and for people who want to rent out spare rooms.  In addition to updating the Accommodation Strategy, EDF Energy has also produced a draft worker code of conduct and a Community Safety Management Plan. This would help support the integration of workers into the local community and minimise disruption.
Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	5. Development of Preferred Option  As already stated by EDF in the Pre Application Consultation Documentation, the accommodation facilities should be built to afford the maximum legacy benefit to the town of Bridgwater. We believe that the development by EDF at the B&A RFC site (Option 3) would provide this, with real benefits to the town in the hugely important areas of education, sport and health. There would also be a longer term, although incalculable, profile and revenue benefit to the town. This is because the development would provide increased national recognition for the rugby club, in having longer term financial stability and the capability of reaching higher national league positions. The college, being able to provide a high standard, eco-friendly, accommodation facility for students, would further enhance its already nationally recognised position as a quality educational establishment with genuine university status aspirations.	8750-17-13484			/	EDF Energy is also providing additional resources to support the public services required to support the integration of its workforce, including health and emergency services, the local authorities and leisure and recreation.

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Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p>The existing club house could provide multiple facilities for fitness, recreation and conference for the future. It also has the potential capacity to provide crèche facilities. All these facilities will be required in support of the growth in population and business in Bridgwater as well as for the club and college.</p> <p>All this would provide the Club with an ongoing revenue stream enabling it to sustain national league rugby as well as developing community sport facilities for the town and surrounding areas possibly in the form of an academy for South West rugby, in partnership with the college. Both the college and the rugby club provide health, fitness and sporting development for local and regional youth which could be further increased with added resources.</p> <p>An ongoing benefit to EDF could be the name associated with both local sport and education by linking the company name with the eco-friendly accommodation buildings and rugby ground as a benefactor / sponsor and in doing establish a positive link between the company and the town of Bridgwater and surrounding areas for many years to come. We strongly believe that this development at our College way site would provide real and ongoing benefits for EDF, Bridgwater and Albion RFC, Bridgwater College, the local youth and general sports enthusiasts, local business and the overall profile of the town far into the future.</p>	8750-17-15190			/	
Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>The chamber understands that there are proposals to discourage workers from the site living in Minehead but that these will only be partially successful. The journey time from Minehead to 'site' will still be less than 30 minutes a distance many tolerate as a commute. Minehead is the primary town in West Somerset and hence the Chamber believes the town will be attract people moving into the area as they will see it as the most practical and desirable place to move to.</p> <p>The Chamber welcomes this and sees the growth of Minehead and the surrounding area as essential to its members. There is some fear that a simple supply shortage will eventually push up rental prices and house prices making it more difficult for anyone working in the area to afford to rent and buy. This will eventually create issues with staffing.</p> <p>The Chamber obviously welcomes the opportunity for better all year wages for but has a concern that any increase will be negated by cost of living increases or staff will be forced to commute from other parts of West Somerset.</p>	8757-17-3156	/			
Hallam Land Management	Consultee with an Interest in Land	Stage 1	<p>The recognition that the impacts of the development of accommodation facilities on the local community will be assessed and mitigated against (paragraph 4.2.13) is welcomed. The development of accommodation facilities will need to be accompanied by contributions, secured through an appropriate legal agreement, to ensure that the health, recreation, education, training and social requirements (for example) of the non-local resident workforce are provided.</p>	8760-17-11916			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	A campus for 350 male workers in the centre of the village is totally unacceptable as all these structures will be contained in the areas designated Can A,B,C and D. Also these workers will be free to roam the village while off shift, they will not be confined to the EDF campus thus most likely bringing an increase in crime and the need for increased policing (There's not enough Beat Police now).	8765-17-1031	/			
Tractivity 705	Public	Stage 2	4. Any other ideas or comments? No use should be made of what is normally holiday property without the owners having been made aware of the longer term potential damage. The holiday making public are fickle, and after a few years of not being able to fine accommodation, it will be many more years before they return.	9465-17-1518	/			
Tractivity 717	Public	Stage 2	9a. Any other ideas or comments? I accept the need for accommodation on the Innovia site seems an obvious option. However this large influx of (mainly) male workers will impact on the leisure facilities of Bridgwater and local villages. The state aim is to provide appropriate support for health, police and education facilities, but this is very short on detail. I should like this clarified	9475-17-4605	/			
Tractivity 737	Public	Stage 2	4. Any other ideas or comments? this was unnecessary at your French site, where the access was very similar. A large number of local residents are of the opinion that you are going to house low-wage labour there as part of your overall cost management.	9495-17-1820	/			
Tractivity 778	Public	Stage 2	9c. Any other ideas or comments? As I have stated already you have not listened to those villages and areas that are willing to work with you for the future. The present Hinkley Point site is well integrated into the local economy and structure. The reason for this is that the people who work there are part of those communities not outsiders living on campuses. Whilst a great number of the initial workers will only be temporary there will be a number who are not. Efforts should be made to integrate them from the beginning.	9536-17-5357			/	
Tractivity 823	Public	Stage 2	4. Any other ideas or comments? The proposed campus on site is not necessary, is a blot on the landscape, and an increase of more than 5% of the population CANNOT be absorbed. You will have enough workers living nearby to allow for sudden increase in staffing arrangements should that be required.	9581-17-1875	/			

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Tractivity 824	Public	Stage 2	4. Any other ideas or comments? This number of men being swamped into this area will cause mayhem. I know i have worked in a similar industry where this has happened.	9582-17-1743	/			
Tractivity 838	Public	Stage 2	4. Any other ideas or comments? Does this mean EDF caravan parks in the countryside? Not satisfactory, if so. Onsite hostel too big, 3-4 storey eyesore. Too many workers (700) to tack onto village of 1400. Does not fit in with your apparent overall traffic strategy to reduce number of vehicle movements trough rural area.	9596-17-1805	/			
Tractivity 850	Public	Stage 2	4. Any other ideas or comments? Not good for tourism	9608-17-1482	/			
Tractivity 920	Public	Stage 2	2. Any other ideas or comments? The people of our parish are unhappy that an influx of 700 single men will be a huge increase in our male population	9678-17-703	/			
Tractivity 920	Public	Stage 2	4. Any other ideas or comments? This is totally unsatisfactory. I have seen it all twice before and the resulting rowdiness, drunkenness and general disruption of life in this beautiful rural area is unacceptable.	9678-17-2044	/			
Tractivity 936	Public	Stage 2	4. Any other ideas or comments? There are large amounts of land at Dunball suitable for all the building of campus accomodation. The building of accomodation at Hinkley Point for the site workers is unacceptable. 700 testosterone, single young men living in close proximity to the residents in the villages and hamlets scares the shit out of much of the community, it will be like 10 years of the wild west. Rapes burglaries, criminal damage, even murder, fights, etc will be commonplace and EDF I understand are proposing to fund one police constable and one community beat officer - what a laugh, get real! The answer is a fully manned police station 24/7!	9694-17-2211	/			
Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? The proposed site is too close to the village of Shurton. As I have previously stated i believe that the site is not suitable as there will be nothing for workers to do, they will become bored and under the influence of alcohol crime will increase. The campus should be further away from the village, on the existing Hinkley site, but I do not understand why there needs to be a hostel on site as none of the other new builds have workers on site. It is a green field site and enough wildlife is being destroyed.	9731-17-7747		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1087	Public	Stage 2	4. Any other ideas or comments? The 700 workers living on the campsite at Hinkley Point will overwhelm our small community. Bridgwater would be much more able to cope with a campsite as proposed in stage 2.	9845-17-1644	/			
Tractivity 1089	Public	Stage 2	4. Any other ideas or comments? We were told there may be houses built that could become low cost housing in the future - what happened to this suggestion? I do not agree with you using our B & B's for labourers and ruining our tourist trade - what will be left when you leave - nothing, visitors will not want to come back! Tourism is our bread and butter.	9847-17-1873	/			
Tractivity 1101	Public	Stage 2	4. Any other ideas or comments? The loss of bed spaces in the tourism sector will severely harm the tourism economy in the short and the long term.	9859-17-1486	/			
Tractivity 1101	Public	Stage 2	9a. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campuses are built in Bridgwater. There should be more worker accommodation in West Somerset in accommodation that has a long term legacy.	9859-17-4426	/			
Tractivity 1101	Public	Stage 2	9b. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campuses are built in Bridgwater. There should be more worker accommodation in West Somerset in accommodation that has a long term legacy.	9859-17-4966	/			
Tractivity 1101	Public	Stage 2	9c. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campuses are built in Bridgwater. There should be more worker accommodation in West Somerset in accommodation that has a long term legacy.	9859-17-5454	/			
Tractivity 1117	Public	Stage 2	4. Any other ideas or comments? The accommodation proposals include provision of Bar facilities - This will reduce the potential benefits to local existing businesses along Bath Road and at BARFC	9875-17-1490			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1118	Public	Stage 2	4. Any other ideas or comments? I AM CONCERNED ABOUT THE EFFECT ON THE INFRASTRUCTURE & ESPECIALLY ANTI SOCIAL BEHAVIOUR AND CONFLICT WITH LOCAL PEOPLE. I FAVOUR AS MANY JOBS AS POSSIBLE FOR LOCAL PEOPLE & TO BOOST THE LOCAL ECONOMY	9876-17-1646	/			
Tractivity 1126	Public	Stage 2	4. Any other ideas or comments? I believe a hostel built on site will have serious consequences for the surrounding villages in terms of swamping the local pubs and amenities. It caused trouble before when Hinkley A and B were built. I believe hostels should be in towns.	9884-17-1494	/			
Tractivity 1141	Public	Stage 2	4. Any other ideas or comments? Having an influx of so many temporary residents will make the area into a boom town which will put off the tourists who love the peacefulness of West Somerset. After the construction is over the area will be left with the aftermath with a probable expanded local sex/gambling industry and the crime that goes with it.	9899-17-2167			/	
Tractivity 1150	Public	Stage 2	4. Any other ideas or comments? Extra housing being built for this purpose will leave every peace of green field in our green somerset covered in unsatisfactory buildings which are unsuitable for *Local Need* . Its a Case of come destroy then leave the mess behind.	9908-17-1728	/			
Tractivity 1150	Public	Stage 2	9a. Any other ideas or comments? Please note the new planned hospital is not being built to accommodate this influx of people.It is not being built to accommodate the new housing developments either so health services will be completely overwhelmed.	9908-17-5360	/			
Tractivity 1174	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The population of Shurton (the adjacent village) is approx. 50 residents. The proposed on site campus for 700 workers will overwhelm the local services and amenities. The local roads are unsuitable for transport arrangements as proposed by EDF.	9932-17-1639	/			
Tractivity 1188	Public	Stage 2	4. Any other ideas or comments? The impact on what is primarily a tourist area will be immense. During peak holiday periods there is already insufficient accomodation throughout this area. Any further pressures will have a major long term detrimental effect.	9946-17-1601	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the existing population the better. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population longterm. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-17-2164	/			
Tractivity 1198	Public	Stage 2	4. Any other ideas or comments? I don't think it would be wise to compete with local young people for rented accommodation or take too much of the tourism stock as that may affect future tourism. A good mix is by far the best option and possibly over a wider area?	9956-17-1619	/			
Tractivity 1220	Public	Stage 2	4. Any other ideas or comments? Waste of resources as with the rest of this project. Unacceptable use of Greenfield land. Undue stress on the roads, any new road build will lead to increased traffic on the road as research shows. Gender imbalance likely to be problematic. Workforce transient and short term. No lasting positive contribution to locals and environment will over strain local infrastructure. Problems associated with gender imbalance.	9978-17-2601			/	
Tractivity 1353	Public	Stage 2 Update	The huge impact on the local accommodation market will distort house prices and make property unattractable for first time buyers. On site accommodation is completely unjustified.	89619-17-402	/			
Tractivity 187	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. see previous comments re Cannington site. If sited and consulted on properly, accommodation could provide a real asset to local area in longer term, but is vital that long term is planned for and that local residents are involved from outset.	8903-17-2846	/			



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 191	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Worker accomodation close to Hinkley Shurton is NOT acceptable it will radically alter the population balance of the area. Ther are bound to be issues with 700 workers residing in walking distance of villages with low populations.</p> <p>The lane through Burton and Shurton will become intolerable with the burden of additional traffic. We know this because of the B site outage affect which for an increase of only approx 400 workers not 4000!</p> <p>The houses close to the lane are not built to modern standards of construction and are likely to suffer damage. The traffic noise will be intolerable for 4-6 hous a day and people walking on the road will be placed at great risk particularly during the school run.</p> <p>EDF should compensate for this disruption and agree to upgrade buildings to mitigate the affect of traffic increases eg improved glazing.</p>	8906-17-1538	/			
Tractivity 240	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I believe the disruption at the site will be massive anyway so keeping the workers in hostels on site will increase this very little. With enough entertainment and facilities they should be no more trouble to the locals than in Cannington, Williton and Bridgwater!</p>	8936-17-2972			/	
Tractivity 285	Public	Stage 1	<p>10. Do you have any comments on our proposals in relation to training and business opportunities?</p> <p>Local people should be employed wherever possible, and as long as training programmes are put in place early enough, this may reduce the need for accommodation sites.</p>	8973-17-4150			/	
Tractivity 291	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Any accommodation should be useful to the community after the project.</p>	8979-17-2089	/			
Tractivity 318	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>320 workers located in a small village (Cannington) would create an unwelcome Dodge city environment. All the workers should be houred on Hinkley Point Site and the promise of the long term benefits to Cannington College will not alleviate the social and environmental impact on Cannington village residents including Brymore farm school staff, students and their families.</p>	9006-17-2793	/			
Tractivity 320	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>My own business depends on local use of hotels and B&amp;B's. If they are not available for any reason by business can not survive.</p>	9008-17-1068	/			

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Tractivity 341	Public	Stage 1	4. Any other ideas or comments? Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?	9029-17-1061	/			
Tractivity 351	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. One of the principal attractions of living in a village like Williton or Cannington is that it is a small community. Those who chose to live there made a conscious decision not to live in a large urban environment and certainly did not expect to live adjacent to large accommodation campus with the adverse environmental consequences this would have. Given that space presumably exists for accommodation to be built, say, on the North Cannington site, elsewhere in Bridgwater or indeed on land on the Bridgwater side of Cannington there seems no real reason why the residents of Cannington/Williton should have to accept such a major adjustment to their lives to accommodate the construction and subsequent use of the proposed complex. In the interim planning blight will adversely impact those living in the proximity of the possible site, rendering it even more difficult to move house should the need arise.	9039-17-2812	/			
Tractivity 366	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Workers should be encouraged to integrate with the community, and should not be contained in large groups. This can be evidenced by how existing strategy for housing problems families. Problem families are not housed in estates together.	9053-17-2291	/			
Tractivity 366	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package? Integration of workers into the towns and villages around the Power Station will inevitably change the size and culture of the area. Some thought must be given to local amenities including shops, sports facilities etc. to accommodate growing communities. Has any thought been given to specific policing and security plans during this construction phase.	9053-17-3526	/			
Tractivity 374	Public	Stage 1	4. Any other ideas or comments? Too many people being housed in Cannington for the size of the village. Too many single men drinking.	9061-17-989	/			

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Tractivity 380	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? Building further roads and accomodation for EDF's french workforce will not only destroy our tranquility but also put an impossible strain on local services for example healthcare, schooling and local amenities. Crime will definately rise with nothing in place to rectify this.	9066-17-1513	/			
Tractivity 387	Public	Stage 1	4. Any other ideas or comments? there must be better places than right next to a housing estate in cannington where there alot of young families with children, not only will it be an eyesore and a constant disruption, it is dangerous for the children, even putting it the opposite side of the bypass would make more sense, its absolutely ridiculas!!!!!!	9072-17-947	/			
Tractivity 391	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Small and targetted accommodation settlements in the area will keep workers money in the local community. Providing accomodation this ammount of workers willhave a significant impact on the communities , especially when the construction work is complete.	9076-17-3116			/	
Tractivity 410	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Concerned for people already renting being pushed out by landlords in favour of hirer rents being possibly affordable to EDF personal. But in favour of guesthouses Public Houses being used.	9092-17-2411	/			
Tractivity 424	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Housing workers at Williton would have a detrimental impact on the social economics of an already deprived area with no benefits. The area is too far from Hinkley travel times and transportation adding to the environment. Cannington or Bridgwater would benefit far more.	9106-17-2002	/			
Tractivity 441	Public	Stage 1	4. Any other ideas or comments? The outline proposals look good as far as they go. The details will matter a lot to local residents. The workers in your accommodation will want relaxation as well as work, so you need to plan for this with local pubs, cinemas etc and perhaps provide a shuttle bus service to Bridgwater or Taunton.	9120-17-2065	/			

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Tractivity 442	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Tourism is the life -blood of West Somerset, and over-use of accomodation and roads to the West of Cannington could well have a lomg term detrimental effect on that.	9121-17-2772	/			
Tractivity 448	Public	Stage 1	4. Any other ideas or comments?  Putting extra traffic on an already dangerous road not sensible. Proposed sites in Willition too far from Hinkley Point. No Guarantee that accommodation will be used for benefit of existing local community.	9126-17-991	/			
Tractivity 450	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Extra facilities for education i.e. more school places may be needed/toddler groups. Extra security both near power station and close residential areas. If more houses are built some form of local shop may be needed.	9128-17-3601	/			
Tractivity 453	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I am fearful of the impact of 200 single men staying close to the community. One major incident could spark real resentment that no amount of sticking plaster could repair. In my view you need the people on your side. Site the hostels away from communities and you're half way there.	9131-17-4198	/			
Tractivity 466	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  In the first option 700 seems too high.  The last option needs limitation in some way to prevent the current 'users' being pushed out completely, possibly never to return on completion of HPC.	9356-17-4461	/			
Tractivity 477	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The disruption 5000 contractors will cause fills me with horror. And all for what? A new nuclear plant won't help solve our energy problems or our climate problems.	9153-17-2717			/	

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Tractivity 485	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am against the proposal to accomodate up to 200 workers in Williton. I feel this would have a detrimental impact on the village and can see no "long term benefits." A former hotel in Williton closed and had to be made into housing - I see no reason to think Williton will require another. I feel that Williton would not easily accommodate 200 male workers and I imagine they would look to Minehead or Taunton for entertainment so why not accomodate them there? The site ear marked to the East of Williton I consider unsuitable as access is poor and might even be dangerous. I imagine the associated traffic from the enormous park and ride facility would then have to negotiate its way through already congested roads, the village centre to gain access to the Bridgwater Road. What would be possible use of this park and ride facility at the end of the construction? I cannot see a use. What percentage of local people will be working at Hinkley and living in the proposed campus accommodation? How do EDF intend to police</p>	9357-17-1970	/			
Tractivity 488	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As already stated, I do not want to see any 'temporary accommodation' facilities for construction workers.</p> <p>Having seen the social devastation caused to Stogursey and its inhabitants when there were workers living in/near the village during the construction of the existing power stations, there is no way I want to see a repetition of this. The social impact (mostly negative) has endured for years after the construction was completed.</p> <p>If I was a parent of a residential student at the college in Cannington, I would be appalled at the prospect of up to 120 construction workers living in such close proximity to the college accommodation.</p>	9358-17-3339	/			
Tractivity 523	Public	Stage 1	<p>. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot geing dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.</p>	9194-17-2589	/			
Tractivity 527	Public	Stage 1	<p>We don't want a camp on site location too fragile, country lanes too narrow no facilities for coping with extra people. Does park and ride work? I understand in france it doesn't and chaos resigns everywhere!</p>	9198-17-1755	/			

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Tractivity 549	Public	Stage 1	4. Any other ideas or comments? The proposed sites of large accommodation areas should be reconsidered. The workforce should be located in much smaller numbers in or near the local communities. This would be less likely to cause opposition from the locals. This would spread the economic benefits more widely throughout the area. It may be the cheapest and most practical methods of accommodation.	9218-17-1255	/			
Tractivity 570	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? I live in Williton and am concerned about the style of accommodation to be put on the final chosen site. I live directly behind one proposed area, next to the hospital. If this site is selected the accommodation should be single storey, and a perimeter fence erected to ensure, that workers use the main entrance for access only. It should also be screened from the houses and hospital. Of course such use has a detrimental effect on house prices and saleability, so I would like to see some sort of compensation package offer to those directly effected. Also I would expect the rates assessment to be downgraded for the duration.	9239-17-916	/			
Tractivity 581	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Please give comments on your preferences and any suggestions about the future use of these facilities. We suggest that all campus accommodation should be as near as possible to Hinkley. Future use if it has to be placed in Williton, the site facilities could usefully include a village hall and swimming pool and/or other sporting/recreational facilities and housing which could provide sheltered accommodation. Regarding other sites, there are few further education facilities in the area eg. no university in Somerset might this be an opportunity to contribute towards establishing new F. E facilities?	9250-17-3205	/			
Tractivity 594	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Accommodation should be sought in Bridgwater or Taunton where the volume of workers can be accommodated more easily without having such an impact as it would on our village[Cannington]. We already accommodate the students from the college within our environment and should not be expected to accommodate another 320 workers. I would suggest by already having the college students in our village within the age range of 16 upwards and our local youth of a similar age we would not be creating the correct environment for these impressionable teenagers. I cannot agree to having any accommodation for workers in a rural village.	9260-17-3004	/			

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Tractivity 597	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Think the 700 workers that are going to be housed in Shurton/Hinkley should be put on site in Bridgwater. There are lots of 'nightlife' - pubs, medical centres, dentists for the work staff - a no go at Williton. Nothing for the workers to do - full up with holiday traffic - Williton is a car driver's nightmare in the summer - put them all in coaches, mini buses from Bridgwater - a much better plan for everyone!!!	9263-17-2894	/			
Tractivity 604	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  The so called community benefits are a poor response for the proposed changes which will change the rural aspect of the village. How will single person accommodation when vacated provide sustainable low cost housing?	9270-17-4130	/			
Tractivity 671	Public	Stage 1	4. Any other ideas or comments?  How was this managed during the original building of Hinkley Point? Are there any lessons to be drawn from this experience? Accommodation should be concentrated as local to the site where there should be no impact on transport outside the area and necessary amenities and entertainment and policing need not be duplicated elsewhere. Spreading possible problems only multiplies them.	9334-17-1752	/			
Tractivity 62384	Public	Stage 2	I am also very concerned about potential problems for residents of Bridgwater and the homes/villages close to the Hinkley site in respect of anti-social behaviour including drink, drugs, violence and crime which are likely to increase - EDF can have no control over the behaviour of off-duty workers. There is also the impact such issues have on our local police force both in terms of manpower needed, speed of response and the cost of dealing with such problems.	10047-17-788	/			
Tractivity 62443	Public	Stage 2	Disorderly behaviour at weekends is already an issue, as it is in many towns across the country, however to exacerbate this situation in my mind is unacceptable. On that basis I would object to its siting in Bridgwater.	10071-17-265	/			
Tractivity 62582	Public	Stage 2	I came here to live with and look after my elderly parents three years ago, we thought we were coming to a quiet and peaceful place, and now they will spend the rest of their lives putting up with all this, please don't make it even worse by putting a campus here.	10133-17-4074			/	
Devon & Somerset Fire & Rescue Service	Statutory Consultee	Stage 2	The on-site and off-site accommodation including occupancy type, mix of accommodation types and the related resource implications in respect of emergency response and fire protection and prevention activity, nationally 60% of recent fire fatalities have occurred to the single male, living in hostels or purpose built accommodation.	10184-17-2300			/	

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Devon & Somerset Fire & Rescue Service	Statutory Consultee	Stage 2	The potential for a large increase in the use of unlicensed private sector accommodation (Houses in Multiple Occupation) which according to national statistics, are the least compliant building type, and, are the highest risk type,	10184-17-2636			/	
North Somerset Council	Local Authority	Stage 2	The Council's main concern is the socio-economic impact arising from the development especially on the need for short term housing and the effect this may have on the local housing market and tourism industry.	10212-17-439	/			
Taunton Deane Borough Council	Local Authority	Stage 2	These new build proposals at Hinkley Point will have a major impact on the affordability of market housing in the area, but the submission fails to assess the consequences of this.	10213-17-2801	/			
Cheddar Parish Council	Statutory Consultee	Stage 2	no mention is made of the effect on property values, or indeed of any compensation proposals for the loss incurred by owners	10222-17-3700			/	
Cheddar Parish Council	Statutory Consultee	Stage 2	No consideration has been made to the catastrophic depreciation that local property will face,	10222-17-5644			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council considers that, other than that part of the workforce needed on site for safety, security and operational reasons, the accommodation strategy should be to disperse the workforce throughout the area in order to encourage their assimilation into the local communities.	10226-17-11341			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council believes that there is a real danger, to date ignored by EDF Energy, that if the majority of workers are offered campus style accommodation they will seek alternative accommodation and incoming workers will (a) put pressure on local serviced accommodation to the detriment of the existing tourism trade and (b) that they will crowd out, via price and affordability, local people seeking rental property. Given the length of the construction period the Parish Council does not consider that these can be regarded as temporary or minor problems.	10226-17-11634	/			
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	There is insufficient local housing. Already the effects of EDF reserving all available and affordable rental properties are being felt in the communities. People in social housing are unable to move on to the property ladder due to the increase in house prices, caused by the coming demand for property by EDF and there is very limited rental accommodation available at affordable rents. This is already creating an increase in mental health diagnoses, particularly amongst the young and those people sleeping rough; this in turn has led to increases in alcohol and drug abuse. Anti social behaviour is on the increase as is evident in Victoria Ward, where great strides in curbing anti social behaviour have been reversed in the past 6 months and a return to gang warfare and common assault is rife.	10271-17-11555	/			



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Tractivity 62469	Public	Stage 2	i) Rents will go up and local people will lose out	89469-17-9606	/			
Avon and Somerset Constabulary	Statutory Consultee	Stage 2	There is a failure to mention the background ethnicity of the non home based work force. There is an understanding that a good proportion of workers will come from France, Italy and Romania. There will be a language issue for the police service. What preparation will EDF put in place for this and within the accommodation sites.	89054-17-2421	/			
West Somerset Council	Local Authority	Stage 2	- Concern over concentration of workers on the site and in one area of Bridgwater, limited prospect for re-use of buildings to provide permanent housing or community facilities, a financially and environmentally wasteful approach.	89183-17-4845	/			
West Somerset Council	Local Authority	Stage 2	Housing (accommodation) To ensure that the Hinkley C development provides housing solutions that enable workers and their families to integrate into the community and are economically active at a local level, whilst making a positive contribution to the Council's Housing Strategies and their wider strategic planning objectives.	89184-17-1635	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	With regard to community cohesion, the issue of the proposed accommodation strategy is particularly acute, together with ensuring that new migrant worker populations are appropriately integrated within existing communities.	89189-17-9887	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- A lack of clarity on an affordable housing legacy and adequacy of the accommodation strategy, including the approach to focus development on Bridgwater, isolation from the wider community and the impact on transport, tourism, the housing market and schools.	89196-17-11536	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The accommodation strategy has significant potential impacts on a range of planning issues. A potential impact could be an emerging pattern of proposals (potentially less sustainable) citing the impact of Hinkley-related developments upon existing non-Hinkley related businesses.	89199-17-5944	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is limited consideration of the broader socio-economic impacts of the construction phase, particularly with respect to the accommodation and transport strategies.	89205-17-4035	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	We believe that there will be numerous social and emergency service issues and that these have been ignored.	89263-17-9810	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Concerns about integration with local people have also been ignored.	89263-17-9919	/			
NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	5.3 The number of additional temporary workers during the construction phase is estimated as 5,000 over the peak four years. Based on experience elsewhere it is estimated that 60% to 70% of those workers will come from outside of Somerset and represent an additional temporary population of 3,000 to 3,5000. Again based on evidence from elsewhere  it is estimated that 25% of these workers will bring partners and families with an average of 1.9 children. This gives 2,175 to 2,538 additional family members living on a temporary basis in Somerset. The total additional temporary population is therefore estimated at between 5,175 and 6,038. These figures have potential for further inflation if the underlying assumptions concerning partners and families prove inaccurate.	89461-17-774	/			

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NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	1.87 The 2009 Comprehensive Area Assessment (CAA) for Somerset highlighted housing as a significant concern for the county, revealing that 'there is a serious shortage of homes which Somerset people can afford'. The average house price in Somerset was £205,733 in the last quarter of 2009, compared to £173,404 in the south west and £223,986 nationally. Within the county, West Somerset district has the highest average house prices. It is the only one of Somerset's districts to have a proportion of unfit dwelling stock which is greater than the national average. Sedgemoor is the least affordable place to live in Somerset, with an average house price of £188,384, and an affordability index above the national average.	89467-17-3432			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An economic impact assessment of the full sector is necessary and identification of appropriate mitigation measures essential. There will be creative solutions available to EDF Energy to manage this issue, whilst supporting the interests of both accommodation businesses and other visitor destinations.	89307-17-8709	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The short, medium and long term detrimental effects on the housing market, including impacts on the housing stock (in particular the rented sector), the consequence of rent and price inflation during the construction stage within specific housing sectors and locations, and the impacts on council housing services.	89418-17-2692	/			
Tractivity 62907	Public	Stage 2 Update	My Dad at nearly 89 is not up to another house move; our house price, already low because of Hinkley B, will sink dramatically if the conditions you propose do happen.	89662-17-740			/	
Tractivity 63003	Public	Stage 2 Update	More and more local residents are putting their properties on the market as the prospect of staying becomes too much. Estate agents are reporting a lack of interest from purchasers to properties neighbouring the Hinkley site. EDF must buy the properties of local residents who feel they need to move away.	89693-17-2307			/	
Taunton Deane Borough Council	Local authority	Stage 2 Update	The proposals will have a major impact around the already congested Junction 25 of the M5 with the A358 (which will act as a key route to the site from the south coast ports) as well as on the A38 between Taunton and Bridgwater and upon the substandard highway network that links Taunton with the Hinkley Point site across the Quantock Hills.  This Council would expect detailed consideration of these impacts, together with clear proposals for mitigation. These could include dedicated bus links for commuters from Taunton town centre, enhanced use of either of Taunton's park and ride sites, and highway infrastructure improvements to the M5, A38 and across the Quantock Hills.	89741-17-7060	/			

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Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.2 [3.1.1] The provision of a dedicated on-site accommodation campus is not environmentally or economically sustainable. The money proposed to be spent should instead be used to develop clusters of accommodation, supported by new or updated leisure facilities, in the surrounding towns and villages. This would provide an opportunity for workers to integrate, leading to less law and order issues,	89872-17-6777	/			
40	Comments received under the EIR from the IPC	Stage 2 Update	t would put a severe strain on policing / medical facilities / car parking etc notwithstanding the obvious implications involved with so many vulnerable young students from B/W College / Brymore School within our midst. There is no legacy for the village from this accommodation, Bridgwater College only would benefit	89909-17-871	/			
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	Personally I do not feel that your closing comment that, based upon discussions that you' d had with a number of ladies, they seemed only too keen at the possibility of welcoming a burly site worker into their home, demonstrated a grasp of just how serious an impact the possible influx of workers into the town could be, both in the short and long term, and how it could irreparably damage the town's tourist industry. It certainly raised a few eyebrows around the council chamber!	90080-17-4523			/	

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Wembdon Parish Council	Statutory Consultee	Stage 1	4.1 Given the current level of congestion on the road network surrounding Wembdon, the Parish Council considers that there is only limited potential for the development of workers accommodation blocks in Wembdon. There has been the suggestion that such blocks may be built on the old Gerber Fruit Juice factory site and whilst this may appear an attractive legacy opportunity for low cost housing, the impact on the community and the traffic associated with such a development would need to be carefully considered.	8724-18-8842	/			<p>Consultees raised a number of issues, in particular concerning the transport impacts arising from:</p> <ul style="list-style-type: none"> <li>• too many workers living on-site who would go off-site for leisure and recreation;</li> <li>• too few workers living on-site, so more commuting to and from the site;</li> <li>• too many workers living in Bridgwater which is already congested;</li> <li>• too few workers living in Bridgwater so too many using rural roads;</li> <li>• transport impacts arising from campuses in other locations;</li> <li>• exacerbating peak-time congestion, especially in Bridgwater.</li> </ul> <p>One of the key aims of EDF Energy's <b>Accommodation Strategy</b> is to minimise transport impacts on the local area. However, this must be balanced against other aims, such as minimising the impacts of the on-site campus on nearby villages.</p> <p>Following responses to Stages 1 and 2 of the consultation, in its Stage 2 Update consultation EDF Energy reduced the overall level of campus provision from just over 1,900 bedspaces to 1,510, including a reduction from 700 to 510 places on-site. It has also focused provision in three locations, one on-site and two in Bridgwater. One of the reasons EDF Energy is proposing a strategy of concentrating workers is to minimise transport impacts. The campuses would provide most of the day-to-day facilities that workers would need, including catering facilities and a bar, sports pitches and gyms, access to TVs and the internet. This would minimise the number of trips that workers would need to make off-site. For the on-site campus, workers would be able to use the buses that run to the larger settlements that would meet other needs.</p> <p>EDF Energy's transport strategy is also designed to be flexible so it can cope with workers living in different locations. There would be no on-site parking available to construction workers. Workers would access the site via bus services from the campuses and park and ride sites. EDF Energy would also run direct bus</p>
Highways Agency	Statutory Consultee	Stage 1	The Agency supports the principle of accommodating employees within Bridgwater providing that sustainable options for transport are provided between Bridgwater and the Hinkley Point C site, it is noted that option BRI-A forms part of the wider North East Bridgwater application site, to which the Agency has had detailed involvement. We therefore seek further clarification as to how employee accommodation will be provided at this site in line with the wider employment and housing proposals which form part of the current application which at the time of writing is still pending with Sedgemoor District Council (Ref. 09/08/00017/RM).	88860-18-17271	/			
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	- Similar comments have been stated about the lack of a transport and construction logistics rationale as well as a justification for the scale of the facilities proposed for park and ride sites, freight centres and accommodation campuses at other locations;	88890-18-26584	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Furthermore, all accommodation centres should support and encourage non-car based modes of transport. Details of the proposed level of car parking, access to public transport and walking and cycling links should be provided for all accommodation centres. A travel plan should be provided for each accommodation centre. Clear evidence should be presented to demonstrate the proposed accommodation strategy is most beneficial in traffic terms.	87930-18-4806	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.26. All accommodation centres should support and encourage non-car based modes of transport. Details of the proposed level of car parking, access to public transport and walking and cycling links should be provided for all accommodation centres. A travel plan should be provided for each accommodation centre (Figure 4.3). Clear evidence should be presented to demonstrate the proposed accommodation strategy is most beneficial in traffic terms.	88000-18-3026	/			

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	A lower local labour content would mean a high migrant content and a possible need for testing a higher accommodation bed-space requirement. This is likely to feed into a need for more bed-spaces in purpose built accommodation unless additional capacity could be identified. Consideration should be given to possible impacts on fulfilment of statutory obligations by the local housing authorities (if any). The provision of further purpose built accommodation would also have additional transport implications that would need to be modelled.	88290-18-4531	/			<p>services from areas where there are concentrations of workers so that they would not have to travel to the park and ride sites. The bus would collect them from close to where they live and take them directly to the site.</p> <p>The location and design of the campuses in Bridgwater takes into account the need for a certain size of site, the ability to provide facilities on that site, including access for buses, and the need for security for residents of the site.</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The impact of worker accommodation in areas which are sometimes remote from facilities is also considered a key issue, as is the impact of traffic movements that such accommodation would involve.	88300-18-2910			/	
Tractivity 714	Public	Stage 2	4. Any other ideas or comments? It is good to see that they are to be housed in areas where "recreation" will be more readily available. BUT housing them in Bridgwater & J23 of M5 still presents a transport problem of whihc more in following answers	9472-18-2009	/			
Tractivity 714	Public	Stage 2	robably a good choice as long as transpor to Hinkley is via a new road from either A38 (Express Park area) or J23 (Dunball area). Otherwise added, unneeded, traffic for A39, NDR.	9472-18-5252			/	
Tractivity 738	Public	Stage 2	4. Any other ideas or comments? Why not a floating hotel near Hinkley? They would then be on the spot and this would cut out the need for travel on the already congested/narrow highways?! There must be some cargo vessels/passenger liners which could be converted for the purpose? Or even ferries?! These could be utilised by the introduction of my M5 Junction 23A near to Innovia?!! (Off the A372() to be created!! A short journey to my proposed rail link near Junction M23	9496-18-1606		/		
Tractivity 743	Public	Stage 2	9a. Any other ideas or comments? 1. The site is on the wrong side of the railway line. Several brownfield sites are available with access on to the A38 and giving direct access to the NDR, which would avoid buses etc having to negotiate the Broadway to get out on to the A39. 2. If the Innovia site is used then a footbridge should be provided to cross the railway line to a bus pick up and set down point, providing direct access to the A38 and the NDR. Possible sites are available between Queenswood Food and the Wirework Estate, the ex Gerber site or part of the Crypton site. *Both of these options would alleviate traffic pressure at the cross rifles roundabout pinch point.*	9501-18-3876			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 790	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? not enough information has been provided as to exactly where this will be and if this will directly impact those already affected but the proposed park and ride facilities, if will impact on the already overcrowded schools and roads.	9548-18-1486	/			
Tractivity 800	Public	Stage 2	4. Any other ideas or comments? the extra traffic will pose huge nightmares for the local residents over the next 7 years.	9558-18-1558			/	
Tractivity 803	Public	Stage 2	9c. Any other ideas or comments? Should make it for all use some old shipping	9561-18-4654			/	
Tractivity 822	Public	Stage 2	4. Any other ideas or comments? THis will mean lots of extra traffic through Cannington. I think all workers should be on site	9580-18-1492		/		
Tractivity 824	Public	Stage 2	4. Any other ideas or comments? This number of men being swamped into this area will cause mayhem. I know i have worked in a similar industry where this has happened.	9582-18-1743			/	
Tractivity 837	Public	Stage 2	9c. Any other ideas or comments? An increase in capacity on site would help to reduce traffic movements.	9595-18-4471	/			
Tractivity 838	Public	Stage 2	4. Any other ideas or comments? Does this mean EDF caravan parks in the countryside? Not satisfactory, if so. Onsite hostel too big, 3-4 storey eyesore. Too many workers (700) to tack onto village of 1400. Does not fit in with your apparent overall traffic strategy to reduce number of vehicle movements trough rural area.	9596-18-1805	/			
Tractivity 844	Public	Stage 2	4. Any other ideas or comments? I believe that campuses in Bridgwater makes sense as it is the largest town near Hinkley point, but that the site at Hinkley Point should be used. As to Park and Ride sites these should be sited away from the villages so as not to inconvenience the local population with noise, light and air pollution. alos has any consideration been given to some accomodation at Taunton and larger towns than Bridgwater? This would spread traffic and transport across a larger area.	9602-18-2389	/			
Tractivity 847	Public	Stage 2	4. Any other ideas or comments? Your plans will cause massive traffic problems. Workers accomodation should be WEST of Bridgwater, not in the middle	9605-18-1492	/			

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Tractivity 875	Public	Stage 2	9c. Any other ideas or comments? Nearby- traffic problems	9633-18-5016			/	
Tractivity 879	Public	Stage 2	4. Any other ideas or comments? Wherever workers are accomodated they will have to drive to the park and ride sites which will cause traffic chaos in Bridgwater and on the A39	9637-18-1486	/			
Tractivity 889	Public	Stage 2	4. Any other ideas or comments? Terrified! The amount of traffic on our LANES is going to be appalling. Children ride their bikes to school, there are a number of horse-riders in the area and tractors and implements frequently take up the entire road. Where I live is already a ?rat run? (Stringston straight) the thought of 50 buses/day is horrifying	9647-18-1660			/	
Tractivity 910	Public	Stage 2	9c. Any other ideas or comments? Would like more on-site accomodation to reduce traffic.	9668-18-4981		/		
Tractivity 915	Public	Stage 2	4. Any other ideas or comments? Build site campus on North of site. Question: Are those renting locally being picked up by site buses or will they use own vehicles (parked at Hinkley site)?	9673-18-1704	/			
Tractivity 924	Public	Stage 2	4. Any other ideas or comments? The two accomadation sites in Bridgwater put more traffic on the road to Cannington which already at stretching point at certain times. Why not put the car parking area outside Bridgwater? thus saving the volume of traffic on the A 39	9682-18-1486	/			
Tractivity 925	Public	Stage 2	4. Any other ideas or comments? temporary on-site accomodation will become a ?wild-west? site - 100?s itinerant workers from all over - this will be a great burdon on the local residents. This must be planned with great care - otherwise will be disaster. Lots of contractors already visit Hinkley site during outages and shutdowns - where will they stay ?  Campuses in Bridgwater also will add to traffic congestion across Bridgwater town centre - it is already heavily congested at peak times - it will become intolerable	9683-18-1655			/	
Tractivity 925	Public	Stage 2	9c. Any other ideas or comments? putting so many itinerant workers in a very rural setting would be very disruptive to locals - roads, amenities etc would be overrun.	9683-18-5507	/			



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Tractivity 935	Public	Stage 2	4. Any other ideas or comments? ALL workers should be housed at Bridgwater which has the capacity and infrastructure to accomodate them. i do not think that there should be any purpose built hostel on the site. They will probably want to go to Bridgwater for lesuire and shopping etc, so it would decrease the traffic levels on small roads, if they were already there.	9693-18-2014	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? No campus on site will be acceptable. Workers will dramatically effect local villages and disrupt residents. all workers must be sited in Bridgwater or close to motorways where they have access to sufficient amenities. No traffic must be allowed to use the lanes through Stringston, Stogursey, Burton and Shurton. Majority of traffic to be planned outside of business hours.	9732-18-2314			/	
Tractivity 996	Public	Stage 2	9c. Any other ideas or comments? Any campus on-site would be catastrophic for the local community. All workers should be bussed in and out. This is the lesser of two evils.	9754-18-4577		/		
Tractivity 999	Public	Stage 2	4. Any other ideas or comments? Bridgwater already has a traffic problem on a daily basis, additional ?temporary? workers in the area will significantly increase traffic congestion and act to dissuade tourists who would otherwise visit the area. The impact on locals would be felt daily. Dental, medical, hospital and police services in Bridgwater. Already stretched, will be even less accessible than they are now.	9757-18-1486	/			
Tractivity 1006	Public	Stage 2	4. Any other ideas or comments? Traffic on Bath Road, Bridgwater, is already very congested at peak times. Building two campuses adjacent to Bath Road will only exacerbate the problem, unless a link road is provided to the Northern Distributor Road.	9764-18-1654	/			
Tractivity 1010	Public	Stage 2	4. Any other ideas or comments? Accomodate all the workers on site and reduce traffic	9768-18-1558	/			
Tractivity 1027	Public	Stage 2	4. Any other ideas or comments? Our town and local villages can not accommodate them without upset and disruption to our lives - just how much extra traffic are £3500 people going to bring!	9785-18-1553	/			

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Tractivity 1030	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Your proposals are completely unworkable and show a total lack of planning re. accommodation and transport. No consideration has been given to the environment and local population.	9788-18-7986	/			
Tractivity 1064	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Completely unworkable, total lack of planning re accommodation and transport and no consideration given to environment or local population.	9822-18-6677	/			
Tractivity 1083	Public	Stage 2	4. Any other ideas or comments?  I think the influx of workers will ruin the local Somerset tourist industry.  A hostel on the Hinkley site would appear to solve the traffic problem but what will the workers do in their time off? They are sure to want to leave the site, making more movement of traffic.  Accommodation in Bridgwater would seem better placed than in villages as there would be something within walking distance for entertainment. However, this will cause traffic problems as Bridgwater already has grid lock problems.	9841-18-1932	/			
Tractivity 1091	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Having read the proposals in detail, they appear to be in a stage of infancy, not mere months from submission to planning authorities. Not nearly enough thought or research has been completed to allow the build to go ahead with minimal disruption for local villages and towns. The accommodation and transport strategies need to be more closely linked. EDF should have regulations about where workers live. Accommodation should be managed like a University campus, with EDF seeking accom. and then offering it via an accom. office with regard to transport links. Not in such a haphazard fashion. EDF seem unsure of too many basics. Aside from the day to day transport/accom.	9849-18-13993	/			
Tractivity 1140	Public	Stage 2	4. Any other ideas or comments?  Not well thought out - no infrastructure	9898-18-1531			/	
Tractivity 1147	Public	Stage 2	4. Any other ideas or comments?  safety concerns about roads and local facilities.	9905-18-1527	/			

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Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? I feel you should not push people into the local community as it cannot accomodate many more people, they are only very small villages. The campuses in Bridgwater are ideal. There are the facilities to cope with them and it is a big place and able to soak them up. The campus at Shurton is ludicrous as it will double the amount of people already there with no facilities. The roads cannot cope, lighting issues, noise issues, security issues and we are having the most disruption anyway apart from having the campus as well. Nobody wants it in Shurton. What is wrong with putting them on a ship they will not bother anyone then?	9928-18-1652	/			
Tractivity 1179	Public	Stage 2	9c. Any other ideas or comments? Any campus on site would be catastrophic for the local community. All workers should be bussed in and out. This is the lesser of two evils.	9937-18-4572	/			
Tractivity 1180	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The strategy is good, but most of these workers will have vehicles and on their days off and of course their days where they are working mornings or nights they will be battering the roads with all the other locals going from A to B.	9938-18-1630	/			
Tractivity 1196	Public	Stage 2	4. Any other ideas or comments? I have grave doubts if many local workers will eventually be involved in the build in view of the skills needed. i expect a few will come from across the UK but the majority will be from the EU. To put this number of workers into a small rural area is going to cause a real upheaval to the present fragile infrastructure. This fact was seen during the previous power station build when schools doctors and pubs could not sope. With the reduction of police numbers I can forsee some REAL problems in our villages. How will workers relax on the site? Will they migrate to village pubs? What modes of transport will be available? Can our small country roads cope with the increase in leisure traffic let alone work transport.	9954-18-2209	/			
Tractivity 1199	Public	Stage 2	4. Any other ideas or comments? I am a little concerned that 700 single men will be living in a very remote (socially) location at Hinkley, and the impact and pressure on the few local services in that area - they will almost certainly travel into local towns adding to the construction type traffic.	9957-18-1603	/			
Tractivity 1202	Public	Stage 2	4. Any other ideas or comments? 700 workers housed at the Hinkley C site is far too many! These people will also be able to bring cars onto site increasing traffic in local areas/roads.	9960-18-1509	/			

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Tractivity 1238	Public	Stage 2 Update	Q1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement?  Unrealistic - a 90 minute commute will significantly increase the carbon footprint and have a negative affect on the road network	89504-18-0			/	
Tractivity 1263	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals?  There are still issues to be resolved over accomodation in Bridgwater. There will be a significant impact on local transport and services with the current proposal.	89529-18-303	/			
Tractivity 1305	Public	Stage 2 Update	Fig10. The indicated pickup point is used as a pickup/set down point for students and at times is well used and thus would be unsuitable for EDF Employees.	89571-18-474			/	
Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	From the transport point of view, we feel it is sensible to locate the main body of the work force on site or in Bridgwater as proposed.	89576-18-489	/			
Tractivity 1339	Public	Stage 2 Update	The northern distributor road via Wembdon, the A38 Bristol Road and the A39 Bath Road are already fully utilised and frequently overload for many hours at a time daily. Thee proposals need to consider more carefully the movement of ALL traffic between campuses and the construction site.	89605-18-824	/			
Tractivity 191	Public	Stage 1	4. Any other ideas or comments?  Worker accomodation close to Hinkley Shurton is NOT acceptable it will radically alter the population balance of the area. Ther are bound to be issues with 700 workers residing in walking distance of villages with low populations.  The lane through Burton and Shurton will become intolerable with the burden of additional traffic. We know this because of the B site outage affect which for an increase of only approx 400 workers not 4000!  The houses close to the lane are not built to modern standards of construction and are likely to suffer damage. The traffic noise will be intolerable for 4-6 hous a day and people walking on the road will be placed at great risk particularly during the school run.  EDF should compensate for this disruption and agree to upgrade buildings to mitigate the affect of traffic increases eg improved glazing.	8906-18-1538	/			
Tractivity 200	Public	Stage 1	4. Any other ideas or comments?  It would be less intrusive to local communities if all the accommodation and freight sites were located alongside the new C site construction. This would cause less impact on local villages	8908-18-930	/			

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Tractivity 202	Public	Stage 1	4. Any other ideas or comments? I think a more aggressive support to (if necessary creation of) public transport, shared with the public and linking with higher provision for mid-distance communities. Accommodation for visitors needs more thought, is there enough capacity in Somerset?	8909-18-1131			/	
Tractivity 207	Public	Stage 1	4. Any other ideas or comments? Appreciate that a considerable amount of work has taken place regarding transport and accommodation, but nevertheless concerned about the huge impact of the current relatively quiet, rural area. Despite the proposals regarding transport, fleets of coaches still constitute considerable increased traffic and my concern is access and egress from Stockland Bristol.	8913-18-914			/	
Tractivity 210	Public	Stage 1	4. Any other ideas or comments? The claim that there will be no increase in traffic through Bridgwater at peak times doesn't ring true, given the number of campuses, park & ride and storage sites under consideration. Accommodation needs to be built where it will best benefit the local area after construction is complete; not just spread around everywhere.	8915-18-1028	/			
Tractivity 216	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? I strongly support the idea that the alternative bridge and route road, which was proposed and passed in 1889 Planning application should be the route of choice to the new EDF site. This is because Bridgwater and A39 are already very congested with holiday traffic at different times of the year, and it seems very short-term and ill-advised to add to this load, even with all the careful Park and Ride plans. They could access the site on buses via a new road, and avoid even more congestion in Bridgwater, and on the already overstretched, and accident-prone A 39.	8919-18-1321			/	
Tractivity 224	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? Because of the traffic volume that it would add to an already car infested road from Bridgwater to Cannington.	8926-18-863	/			

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Tractivity 226	Public	Stage 1	4. Any other ideas or comments? Transport on main Hinkley Road is a VERY BIG ISSUE with regard to current workers; and will be a MASSIVE ISSUE when workers start traveling to the construction site. There is already construction traffic on this road from Cannington to Hinkley. THINK about those who live along this road! Pollution both in carbon and noise together with safety. Why is there not already a park and ride - study the cars at peak travel times from Hinkley and most cars only have one occupant.	8928-18-936			/	
Tractivity 230	Public	Stage 1	4. Any other ideas or comments? I don't think EDF have any idea at all - or rather, they simply don't care - how congested traffic is around here, nor how people ignore all restraints, nor how bitterly the influx of workers is resented.	8931-18-1800			/	
Tractivity 231	Public	Stage 1	4. Any other ideas or comments? Transport, including bypasses, should avoid residential areas, this is not the case with any of the proposals. Accommodation should be facilitated on a site adjacent to the construction site. It is not reasonable to inflict construction traffic and accommodation on a defenceless population.	8932-18-935	/			
Tractivity 241	Public	Stage 1	4. Any other ideas or comments? Would like a bypass from the A39 via the seaward side of Knighton, giving a direct route to the site. This could double as an emergency road and relieve traffic through several villages. At present the road is shown exiting on narrow roads that are liable to flooding. Previously Highways has objected to more traffic movements at this point and erected "oncoming vehicles in the middle of the road" signs. A bypass on this side of the project would stop traffic from the east and west converging onto the Hinkley Point road at Cannington.	8937-18-953			/	
Tractivity 244	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Siting accommodation in the Bridgwater/Cannington area - rather than Williton - would reduce traffic pressure on the saturated A39. It would also benefit from closer existing access to railway & motorway links. Train frequency to Bridgwater should be increased.	9340-18-2049	/			
Tractivity 249	Public	Stage 1	4. Any other ideas or comments? Why not keep all accommodation on site and therefore affect as few local families as possible. If on site then transport needs will be reduced. The immediate hamlets will already have their lives ruined but you could limit the effect on those a few miles away.	8942-18-1042	/			

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Tractivity 261	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation should be provided as close as possible to the site to minimise transport/traffic problems/congestion.  Future use of facilities should be discussed in detail with neighbourhood population and relevant councils.	8950-18-2144	/			
Tractivity 266	Public	Stage 1	5. Please give reasons for your preference  If shuttle buses are used for transporting workers the volume of traffic could be managed.	8955-18-1311		/		
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous.  The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful.  To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.	8968-18-1993	/			
Tractivity 281	Public	Stage 1	4. Any other ideas or comments?  The consultation document 'Consultation on Initial Proposals and Options - November 2009' describes the C182 as "an unlight rural road". Current state of road is fair.  Suggest partnership with Somerset County Council should be enhanced to upgrade surface for new traffic, and despite what report says, cycle lane should be provided from Bridgwater to Hinkley. Possibly via coast as legacy to local community.  Would also like roundabout at Combwich to enhance safety to road users.	9344-18-1496			/	
Tractivity 288	Public	Stage 1	4. Any other ideas or comments?  All transport and accommodation should be centred at Dunball with road links directly from Dunball	8976-18-916	/			
Tractivity 288	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I have no objection for a new power station at Hinkley Point.  But in order to minimise disruption and inconvenience to local villages, it makes sense to me to centralise freight/transport and accommodation at Dunball with a private road for construction only as directly as possible to site.	8976-18-3554	/			

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Tractivity 289	Public	Stage 1	4. Any other ideas or comments? Large park and ride facilities to the north west and south and central areas around Cannington for 900 cars each would seem to bring congestion there. Accommodation for for 320 people in Cannington could be difficult and disturbing.	8977-18-945	/			
Tractivity 292	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. 1. Why only 700 workers onsite? Your consultation says that each campus will have its own recreational and social facilities. If so, why not have a temporary small town at Hinkley with all facilities, with all the well-behaved workers enjoying a happy, healthy lifestyle with no transport problems for work? 2. 'Long term legacy' really means planning gain by planning process exemption, alienating precious green sites adjacent to A and B. 3. As far as Williton is concerned, the access points are on to narrow, busy main roads with junction hazards, more village centre congestion and a long road journey to Hinkley Point. The choice of Williton at all is remarkable, as it is much further away than the other sites and is not a commuting location for existing Hinkley Point employees, who are overwhelmingly located east of the Quantocks.	8980-18-3164	/			
Tractivity 300	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The impact of so much additional traffic on the already very busy access thru Williton on the A39 is not acceptable. I believe ideally all accommodation should be at or near the site. This area around Williton has already been zoned as a red road area. Due to the heavy number of accidents lets not compound this problem.	8988-18-2421	/			
Tractivity 302	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all 4. Any other ideas or comments? I'm very concerned that the accommodation 'blocks' are so large - people will naturally gravitate towards local villages/towns and the impact of so many predominantly make people will or could be troublesome. Park and ride is a good idea but will there be a compulsory element to the workers' contracts? The country roads are very busy and even worse at holiday times - more vehicles will be intolerable.	8990-18-1346	/			



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 305	Public	Stage 1	4. Any other ideas or comments? Not sure how this is going to be handled really. There will be a huge increase in the volume of traffic on the Hinkley Point road due to the proposed being built in the area. This could have a major impact on Shurton, the villaged I live in.	8993-18-1380			/	
Tractivity 309	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The A39 has insufficient capacity for additional traffic- visit in the summer with the Butlins traffic combined with the artic lorries from Watchet paper mill and artic delivering to tescos in Minehead.	8997-18-2909			/	
Tractivity 319	Public	Stage 1	4. Any other ideas or comments? For more use of water approaches - wider and less concentrated hotel accommodation.	9007-18-915	/			
Tractivity 325	Public	Stage 1	4. Any other ideas or comments? It needs a COMPLETE re-think of the routes of access to the construction site for road safety's sake on already busy and overcrowded roads (A39) Temporary accommodation for a VERY large work force must NOT be placed near habitation on CANNINGTON.	9013-18-1309	/			
Tractivity 335	Public	Stage 1	4. Any other ideas or comments? Transport - do not like the idea of extra traffic going through Bridgwater - congested enough at present.	9023-18-890			/	
Tractivity 342	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Campus accommodation at Williton will make the A39 to Nether Stowey and then down Stogursey Lane to Burton/Shurton and Stogursey a 'rat run'. This is unacceptable! The road from N. Stowey is narrow and unsuitable for large amounts of traffic.	9030-18-2873	/			
Tractivity 353	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. i think that there is no reason why temporary workers cannot be accomadated at hinkley point site and not in the local area. this will also reduse the number of vehicles reqd to travel to site daily.	9041-18-2316	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 360	Public	Stage 1	4. Any other ideas or comments? Accommodating the construction workers on site would negate all of the hostel requirements in locations ill equipped to deal with the volume and type of employees you propose. It would also negate the need for the park and ride facilities off site	9048-18-939	/			
Tractivity 376	Public	Stage 1	4. Any other ideas or comments? Having viewed the plans today in Cannington Villgae Hall, i have no issues with the Cannington bypass options. The major problem will be LGV's and associated traffic through Bridgwater from junction 23 and 24. Currently the road network is barely sufficient for local traffic, factor in another 400 a day LGV's and other Hinkley related traffic and you will have major congestion north and south of Bridgwater. I speak with knowledge on this subject as (Personal information removed) responsible for this area and am aware of the road network and it's limitations.	9063-18-913			/	
Tractivity 381	Public	Stage 1	4. Any other ideas or comments? I think at the end of the day accomodation and transportation should take place from the East of the site, because of the road infastructure between the motorway and the site is better than that to the West where the A39 is inadequate to take greater tranfic flows	9067-18-1253	/			
Tractivity 398	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Rural villages not suitable for campuses. Bridgwater campus could use the Dunball to Combwich by pass.	9082-18-2350		/		
Tractivity 406	Public	Stage 1	4. Any other ideas or comments? A) Cannot a road be constructed parallelto the hook V links that go from Hinkley to Dunball Wharf vehicles need to get to these areas to construct pylons. B) 320 mostly male contractors will have a negative impact on the community. Cannington does not have facilities to support this.	9089-18-890			/	
Tractivity 424	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Housing workers at Williton would have a detrimental impact on the social economics of an already deprived area with no benefits. The area is too far from Hinkley travel times and transportation adding to the environment. Cannington or Bridgwater would benefit far more.	9106-18-2002	/			

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Tractivity 429	Public	Stage 1	<p>4. Accommodation</p> <p>Box ticked: Not Satisfied at all</p> <p>4. Any other ideas or comments?</p> <p>I live in the Williton area and don't want the village to become clogged with buses/cars trying to get to Hinkley Point via the Bridgwater road. AAG lorries use this road which is precarious at the best of times. Try driving behind them, especially at night.</p> <p>Accommodation should be as close as possible to the construction site. It is just common sense to use less transport to service the construction workers as near as possible to their place of work.</p>	9110-18-1187	/			
Tractivity 430	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>* existing proposals are contrary to the planning "regime" and will destroy any village environment where associated works are proposed.</p> <p>*there is no need to disrupt the villages, if a dedicated road from the A38 is provided- as the Barnes Inquiries was previously assured would happen.</p> <p>*facilities in Bridgwater, on brown field sites would accord with the existing and emerging planning frameworks.</p>	9111-18-1066	/			
Tractivity 434	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Workers accommodation should be provided as close to the site as possible in order to reduce the need for transport on our already over-congested roads. We are against the construction of hostel accommodation on greenfield sites in Williton.</p>	9113-18-967	/			
Tractivity 434	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>We oppose the building of hostel accommodation and park and ride facilities on greenfield sites in Williton. There are a number of brownfield sites in Williton which might be suitable for smaller scale developments that would be in keeping with the existing village. Williton does not have the facilities to support a large number of construction workers.</p> <p>The A358 and A39 are already dangerously over-congested. We believe that the bulk of any new workers accommodation should be situated close to Hinkley Point and any necessary park and ride sites should be close to the M5 in order to reduce the increased traffic on local roads.</p>	9113-18-4526	/			
Tractivity 442	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Roads to the south and west of the site are already running at over use levels, particularly in the summer. Holiday traffic must be given a high priority as the region is reliant on tourism for its income. Bed and Breakfast accommodation, as well as holiday cottages, etc., should not be used for worker's accommodation. Park and ride facilities being suggested for Williton imply large numbers of workers living to the West of Williton which is a ridiculous idea.</p>	9121-18-1104	/			

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Tractivity 444	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Rail connection is not even mentioned in the consultation document and the existing lines are not shown on the plans. Have options regarding rail connection for freight and for construction workers (daily travel to the site) been considered and if so why were they ruled out?</p> <p>This could be the right time to construct a permanent line from the main Bristol - Taunton track to Hinckley Point, eliminating any future need for road transport of fuel containers through Bridgwater.</p>	9123-18-1333		/		
Tractivity 446	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Your plans will cause traffic chaos through Bridgwater and all along the towns and villages on the A39 which is already a busy commuter road, any increase in traffic levels will add to accident levels and hundreds of hours of traffic delays over the ten years of construction.</p>	9125-18-1347			/	
Tractivity 447	Public	Stage 1	<p>4. Accommodation</p> <p>Box ticked: no data</p> <p>4. Any other ideas or comments?</p> <p>Hallam Land Management note the expectation that "as much of its construction traffic will be coming along the A38, from Junction 23 of the M5, using the BNDR so minimising the impact on roads in Central Bridgwater" (paragraph 4.2.10).</p> <p>Without offering any view on the need or otherwise for a bypass around Bridgwater at this stage, Hallam Land would expect measures to be put in place to ensure that construction traffic does not pass through the centre of Bridgwater or key junctions or highway infrastructure which is not suitable or appropriate or have the capacity for such traffic.</p>	9354-18-820			/	
Tractivity 447	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>The recognition that the impacts of the development of accommodation facilities on the local community will be assessed and mitigated against (paragraph 4.2.13) is welcomed. The development of accommodation facilities will need to be accompanied by contributions, secured through an appropriate legal agreement, to ensure that the health, recreation, education, training and social requirements (for example) of the non-local resident workforce are provided.</p> <p>Where such facilities are not already available then such provision will need to be made in immediate proximity to the accommodation facilities either through new provision or accelerated delivery of planned facilities.</p> <p>Further in light of the proposals for a park and ride facility, and potentially a freight consolidation facility at junction 23, together with the possible campus accommodation at NE Bridgwater, there is likely to be additional pressure on the A38. Therefore</p>	9354-18-5288			/	

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Tractivity 452	Public	Stage 1	4. Any other ideas or comments? Workers being bussed in from Williton must be transported via Cannington and the C182, not the route via Strington and Shurton which consists of narrow lanes used frequently by tractors and horse riders. Accidents would be inevitable as would delays. I am very concerned about the possible increase of traffic on our lanes. The coach company awarded the contract must have a clause in the contract as to the route to be taken. The hostel for 700 workers needs to be as far away from Shurton as possible if it is deemed essential, but I disagree with its placement on site.	9130-18-1940	/			
Tractivity 454	Public	Stage 1	4. Any other ideas or comments? Has a study done as to how much increased traffic there will be through the villages, particularly Shurton and Stogursey. At present there is a 30 mph speed restriction which currently very few people adhere to. Will you be in discussions with Highways to create traffic calming through Stogursey (outside the School) and through Shurton. There are a lot of children and elderly residents who walk around the village and cross the roads and at present it is very dangerous because of the speed of the vehicles. This is only going to get worse with the increase in traffic. We definitely feel there would be a traffic calming scheme in place. How many buses will be running from Williton through Shurton? Will all the workers use the buses or will they still drive, thereby increasing traffic flow. We feel that 200 workers based in Williton is too much and will increase traffic through Shurton and surrounding villages to an unacce	9355-18-1144	/			
Tractivity 479	Public	Stage 1	4. Any other ideas or comments? Transport: Traffic from West use A39 and Cannington bypass, not small lanes through Strington, Burton and Shurton. Accommodation: The proposed 700 for on site block not be exceeded.	9155-18-1176	/			
Tractivity 480	Public	Stage 1	4. Any other ideas or comments? 1. Transport- percentage of travellers from Minehead? Would like to see these figures. 2. Accommodation- why Williton? Park and Ride? from where? This will just a bus service to the site.	9156-18-957	/			
Tractivity 481	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is too far to go to site. Big traqffic jams likely. A39 is busy enough already.	9157-18-2245	/			

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Tractivity 484	Public	Stage 1	4. Any other ideas or comments? Please make every effort to keep our roads safe- especially during busy summer months. All construction workers should be housed on site (i.e n.sea oil platform)	9160-18-1134	/			
Tractivity 485	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I am against the proposal to accomodate up to 200 workers in Williton. I feel this would have a detrimental impact on the village and can see no "long term benefits." A former hotel in Williton closed and had to be made into housing - I see no reason to think Williton will require another. I feel that Williton would not easily accommodate 200 male workers and I imagine they would look to Minehead or Taunton for entertainment so why not accomodate them there? The site ear marked to the East of Williton I consider unsuitable as access is poor and might even be dangerous. I imagine the associated traffic from the enormous park and ride facility would then have to negotiate its way through already congested roads, the village centre to gain access to the Bridgwater Road. What would be possible use of this park and ride facility at the end of the construction? I cannot see a use. What percentage of local people will be working at Hinkley and living in the proposed campus accommodation? How do EDF intend to police	9357-18-1970	/			
Tractivity 496	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  All above options are good, withthe proviso that traffic through existing areas is concentrated to off peak times.	9169-18-2240			/	
Tractivity 507	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  1. Why locate 200 workers 15 miles from the site down a long and winding road- a road on which it is almost impossible to passand which is frequently closed for long periods due to accidents?  The A39 is already over-used by HGV's at all hours of day and night by buses, farm vehicles and other slow moving traffic during the day. Additional traffic will only exacerbate the situation. Why would EDF and its contractors wish to accommodate people ina location from which timely attendance on site cannot be guaranteed? What guarantees can EDF give that all workers would use the proposed bus services rather than their own vehicles?  2. Both Williton sites will result in increased traffic through the village centre. The A39 and A358are both used to capacity. During the summer months traffic is frequently at a standstill in the village centre and beyond.  3. The site to the west of Williton is on a flood plain (see the Environment Agency's flood mapping) contrary to the statement made on your	9359-18-4128	/			

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Tractivity 535	Public	Stage 1	4. Any other ideas or comments? If a hostel is required on site it should be located further to the North away from Shurton. There should be concrete guarantees that local minor roads through Burton and Shurton will not be used for workers transportation .	9205-18-1427			/	
Tractivity 539	Public	Stage 1	As a non resident of Cannington or Williton I feel unable to comment on these proposals. Onsite accommodation seems sensible but I think 700 is too many, relative to the size of the local population (Stogursey and Hamlets). I don't think workers should be accommodated on the college campus, even if it is an obvious moneyspinner for Bridgwater College. There are too many immature and vulnerable young people at Cannington College for such a mix. Are all the workers and their visitors going to have CRB checks? Bridgwater seems a sensible location for campus as there is land which needs to be redeveloped. More money might come into the towns businesses and there is easy access to the M5.	9208-18-3375	/			
Tractivity 542	Public	Stage 1	4. Any other ideas or comments? Accommodation needs to be on site or as close as possible on the North side of Bridgwater to stop all traffic having to go through the town. Also it needs to minimize travel to and from the site.	9211-18-1144	/			
Tractivity 544	Public	Stage 1	4. Any other ideas or comments? I think the initial proposals are worrying. The impact on the rural community of such a large engineering project will be enormous. I do not think EDF realize that Bridgwater already regularly gets grid locked and the A39 becomes impassable whenever there is an accident. The need for so much accommodation indicates there won't be much in the way of local job opportunities.	9213-18-1294			/	
Tractivity 575	Public	Stage 1	4. Any other ideas or comments? Even these proposals, traffic will still increase, which will contribute to problems of access from the Stogursey road at Clayford Corner, due to traffic speed and very poor visibility. A roundabout could provide a solution and combine the other access from Fiddington, Stockland Lovell events.	9244-18-1378	/			
Tractivity 575	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Please give comments on your preferences and any suggestions about the future use of these facilities. Road from Williton is very poor, with no passing places and double white lines dominate. Legacy users are a useful local benefit provided they don't disrupt existing users and future plans.	9244-18-3073			/	

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Tractivity 575	Public	Stage 1	<p>7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?</p> <p>Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?</p> <p>Q7a- Wrong side of village to align with east bypass site should be of future use by Cannington College. Q7b- Only useful if local accommodation site nearby- Taunton side traffic goes over Quantock to Hinkley- Would have beware A38 slow route to Bridgwater.</p> <p>Q7c- Option 1 gives better access onto A38 into Bridgwater legacy use for commuters who currently fill layby on approach to M5 junction.</p> <p>Q7d West side is best site for later legacy use for local shoppers.</p>	9244-18-3813			/	
Tractivity 577	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Transportation should be minimised to on-site accommodation is preferable.</p>	9246-18-2217	/			
Tractivity 589	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>No more than 700 workers to be located on site. No coaches to use minor roads through Shurton and Burton.</p>	9255-18-1605	/			
Tractivity 597	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Think the 700 workers that are going to be housed in Shurton/Hinkley should be put on site in Bridgwater. There are lots of 'nightlife' - pubs, medical centres, dentists for the work staff - a no go at Williton. Nothing for the workers to do - full up with holiday traffic - Williton is a car driver's nightmare in the summer - put them all in coaches, mini buses from Bridgwater - a much better plan for everyone!!!</p>	9263-18-2894	/			
Tractivity 605	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Considerable changes to small local communities must be borne in mind. Traffic flows through small villages will have a major impact and where possible siting of accommodation and link roads should take account of this.</p>	9271-18-967	/			
Tractivity 614	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation for workers needs to be as close as possible to the work site to reduce transport requirements.</p>	9278-18-2629	/			



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Tractivity 618	Public	Stage 1	4. Any other ideas or comments? We are not yet sure what the final plans are but we are concerned that there will be a considerable increase in the volume of traffic through Shurton. We are also concerned about numbers proposed for construction workers on site. We understand that this will be for 700 people but we have noted the concern of Williton and Cannington and hope that the figure of 700 will not be increased.	9282-18-1071	/			
Tractivity 671	Public	Stage 1	4. Any other ideas or comments? How was this managed during the original building of Hinkley Point? Are there any lessons to be drawn from this experience? Accommodation should be concentrated as local to the site where there should be no impact on transport outside the area and necessary amenities and entertainment and policing need not be duplicated elsewhere. Spreading possible problems only multiplies them.	9334-18-1752	/			
Tractivity 62299	Public	Stage 2	Despite your assurances that construction workers to be accommodated at the Hinkley Point site, with its recreational facilities, will stay in-situ during their free time, we have our doubts that would indeed be the case. They will inevitably travel to/from their workplace seeking alternative facilities in Bridgwater and surrounding areas. What realistic provision is there in the second stage consultation to cater for the extra traffic using the A39 and projection over the next 9 years construction period?	9990-18-1267	/			
Tractivity 62373	Public	Stage 2	Whatever facilities are built for their enjoyment, they will not stay on the Campus - it is only human nature that they will not all stay on site in their free time - and there are many car-parking spaces planned in - we have also had conflicting messages as to the exact number ranging from 300+ to 420. This number of vehicles alone will bring vastly increased traffic to our narrow lanes.	10044-18-1925	/			
Tractivity 62384	Public	Stage 2	However, there will be significant traffic issues with transporting workers from the 2 Bridgwater campuses (please see question 9 below).	10047-18-649	/			
Tractivity 62384	Public	Stage 2	However, the number of buses required to take 1,250 workers from Bridgwater to and from the Hinkley site is very large and this traffic will add to the already over-subscribed roads in the area. It is also likely that many will try to use their own transport anyway. This question ties in with EDF's inadequate proposals for transportation making a northern Bridgwater bypass essential (please see question 5 above).	10047-18-5595			/	
Tractivity 62432	Dual - Consultee with an Interest in Land and Public	Stage 2	If contractors are accommodated in Butlins or hotels in Minehead, will make the roads even worse than at present.	10066-18-0	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62443	Public	Stage 2	I would have thought a hostel on site, with appropriate facilities, would be more suitable. This would also reduce traffic congestion.	10071-18-484	/			
Tractivity 62582	Public	Stage 2	I don't understand how the workers staying in the caravan parks and B & B accommodation will get to work, because our narrow lanes are already over congested with cars going to Hinkley at certain times of the day.	10133-18-4343	/			
Stringston Parish Council	Statutory Consultee	Stage 2	- There appear to be no accommodation strategies in place to organise the housing of workers as EDF are unable to provide certainty regarding accommodation, which thus affects transport predictions.	10233-18-4894	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Through previous discussions with EDF, it was thought that a number of home versus non-home based scenario were going to be tested, in order to consider the likely implications should take-up of local accommodation be less than envisaged (i.e. more staff travelling further from home), or indeed if more staff decided to move into the area (i.e. more local staff trips). The testing of a variety of scenarios is considered important in order to understand the likely sensitivity of the model to a change in accommodation strategy and ensure an element of resilience is built into the TA process. The County Council welcomes further discussion with EDF on this matter, particularly in light of the knowledge that the proposed accommodation strategy is still subject to change; we would like to ensure that the tools used in the technical assessment (i.e. the gravity model) are sufficiently robust and flexible to take account of these changes and support a full, cumulative assessment of the transport impacts.	89228-18-6908	/			
Highways Agency	statutory consultee	Stage 2 Update	3.10 Section 5.3 of the Draft Accommodation Strategy indicates that EDF Energy 'is exploring options to work with developers and the local authorities to facilitate housing development and property refurbishment but that the application by EDF for Development Consent will not include any applications for housing. It is therefore unclear how these options will be considered in the assessment process to be undertaken and what impact such exploration with developers and the local authorities will have in terms of traffic impact. Further information is therefore requested in this regard.	89838-18-4722	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	1.11 Another example of unclear proposals is EDF's accommodation strategy. The document states that EDF is "exploring whether we (they) can facilitate the development of some permanent housing" (p. 6). If permanent housing is now being proposed then we need to know what the options are so they can be tested in terms of transport impacts.	89845-18-4613	/			
Otterhampton Parish Council	statutory consultee	Stage 2 Update	- The overall workforce has been substantially increase from 5000 to 5600 and represents an increase of 12% and with the reduction in the number of campus spaces we must assume there will be more traffic into the park & ride sites and a corresponding increase in the number of park & ride/direct bus journeys along the C182.	89869-18-569			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Transport implications of non-home based workers seeking to take up accommodation within a sixty minute drive time that extends as far as places such as Minehead, Highbridge and Burnham and Weston-Super-Mare.	89885-18-9270			/	
Wembdon Parish Council	Statutory Consultee	M5 J24 and Bridgwater Highway Improvements	The Stage 2 consultation proposals have a more detrimental effect on the village of Wembdon than the Stage 1, as this has moved a large proportion of the construction worker accommodation into Bridgwater and in so doing significantly increases the amount of traffic using the A39 and the Bridgwater Northern Distributor Road (BNDR).	89921-18-832			/	
Wembdon Parish Council	Statutory Consultee	M5 J24 and Bridgwater Highway Improvements	Regarding other matters proposed in the consultation document, we still see the great majority of construction workers being housed in the Bridgwater area and we are concerned that this will also have a detrimental effect on the local community. Regardless of how the traffic flows are manipulated all of these workers will increase the amount of traffic on the BNDR/A39 roundabout and the A39 between Wembdon and Cannington.	89921-18-9384			/	

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Taunton Deane Borough Council	Local Authority	Stage 1	a. Taunton wishes to be included in the area of search for accommodation.  There are a number of sites with planning permission which could deliver workers' accommodation quickly and to a high standard. There is already an existing need for affordable housing or nursing / student accommodation which can be considered for future uses once no longer required by EDF.	8710-1-733	/			<p>EDF Energy's assessment of the demand for accommodation from workers involved in the construction of the power station and associated development drew a range of comments from consultees in various themes. These comments primarily related to the accuracy of EDF Energy's estimates of both the overall number of construction workers and the proportion of these workers that would be drawn from the local community or who would be 'non-home based' (NHB) migrant workers requiring temporary and/or part-time accommodation in the area.</p> <p>Consultees also commented on the likely demand for different types of accommodation from NHB workers, and the impacts of this demand on different sectors of the local housing market.</p> <p>EDF Energy's assessment of accommodation demand is based on the following elements:</p> <ul style="list-style-type: none"> <li>total size of the workforce;</li> <li>proportion of the workforce that would be NHB and that would therefore require part-time or temporary accommodation in the area;</li> <li>the demographic make-up of that workforce;</li> <li>where workers would seek accommodation; and</li> <li>the type of accommodation that the workforce would seek (campuses; serviced and un-serviced tourist accommodation, including caravans; owner-occupied housing; private rented housing, either of whole houses or spare rooms).</li> </ul> <p>Partly in response to comments received at the Stage 1 and Stage 2 consultations, EDF Energy has undertaken further assessment of the likely size and profile of the workforce. This has drawn on new information from the Flamanville project in France and from contractors bidding for civil work contracts.</p> <p>An updated assessment of the likely workforce profile was produced following Stage 2 consultation. This sets out a revised peak workforce (up from 5,000 to 5,600) and a revised split between home based (HB) and NHB workers over the entire construction phase (37% and 63% respectively at peak, changed from 40% and 60% at Stage 2). This has been agreed in</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	- It is believed that more information should be provided that shows the reasoning and justification for locating accommodation for 700 workers on the main development site.	87910-1-1057	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.7. The 'range of services' proposed for the accommodation centres should be determined (3.3.15).	87990-1-3402	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.25. The socio-economic assessment undertaken by Oxford Brookes assumes only two accommodation centres (Cannington and on-Site) and therefore will need to be revised to take into account the revised proposals for four accommodation centres (Figure 4.1).	88000-1-2764	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	b) As a consequence the authorities believe that the analysis of Local labour content at 50% may over estimate the scale of local labour participation in the project especially for the immediate locale. This is particularly important as it sets the context for the accommodation strategy and is also likely to inform the approach to transport and logistics;	88050-1-4890	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Adequacy of accommodation is dependent upon assumptions on a smaller number of migrant workers than might be the case. Assuming that there is a finite capacity to accommodate migrant workers in the temporary accommodation stock without stressing the supply needed to sustain the local tourism sector.	88240-1-4463	/			discussions with the local authorities. This information was included in the consultation material published for the Stage 2 Update consultation.  Since the Stage 2 Update consultation, the demographic profile of the workforce has been assessed. This has been agreed in discussions with the authorities.  The estimated spatial distribution of NHB workers is based on the transport gravity model. The distribution has been updated since the Stage 2 consultation to take account of changes within the model. The datasets that are inputs to that model (mainly the supply of different types of accommodation) have been agreed with the local authorities. 75% of workers are likely to seek accommodation in Sedgemoor, West Somerset and Taunton Deane, with significant additional numbers in North Somerset and to a lesser extent the western part of Mendip. This spread is more concentrated for NHB workers as they are assumed to want to live in areas with easier access to the site, whereas HB workers are more likely to consider living in slightly less accessible locations.  The estimate for the demand for accommodation by type has been updated, based on information from contractors, and from the updated assessment of workforce size and composition.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Quantity of Construction Worker Accommodation Proposed  A further observation by the Councils that could significantly influence the accommodation strategy relates to the EDF Energy estimate that just under half of the total peak construction workforce will be 'local' (defined as living within a 90 minute commute). Local labour content in more recent studies is substantively below the EDF Energy c.50% assumption level (paragraph 7.1.6). Estimates for a reactor project in the Netherlands concluded that the construction phase may have a Dutch content of between 3% to 12% based on type of job at it's peak. Data from the Olkiluoto-3 project in Finland has recorded only one third of the workforce on site being of Finnish origin.  A lower local labour content would mean a high migrant content and a possible need for testing a higher accommodation bed-space requirement. This is likely to feed into a need for more bed-spaces in purpose built accommodation unless additional capacity could be identified. Consideration should be given to possible impacts on fulfilment of statutory obligations by the local housing authorities (if any). The provision of further purpose built accommodation would also have additional transport implications that would need to be modelled.	88290-1-3791	/			EDF Energy has consulted the companies bidding for the civils contracts. These companies have emphasised the need for, and attractiveness of, campus accommodation for workers, especially the on-site campus.  EDF Energy has carefully considered the potential impact of worker demand on the tourist sector particularly during the holiday peak season. Seasonal pricing operating within tourism markets is likely to act to significantly reduce the take up by the HPC construction workforce of tourist accommodation during peak periods - for example the average price of a hotel or bed & breakfast accommodation in Somerset in August is substantially above the normal union-agreed accommodation allowance for the majority of the construction workforce. Therefore, the normal operation of market mechanisms would be likely to encourage the use of tourist accommodation mainly during the cheaper non-peak periods when there is significant spare capacity and when the
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Evidence for Proposed Split of Accommodation Types  The baseline section of the strategy is largely based on assumptions concerning the share of peak employment accounted for by migrant labour (see paragraph 4.2.12) which assumes an allowance for 2,400 people requiring bed spaces. Information in Appendix A1 Environmental Status Report suggests that only 600 migrants could be accommodated within the temporary accommodation stock (excluding private rented accommodation) without placing a strain on the local tourism accommodation market.	88300-1-813	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Residential Campus - Bridgwater should be the focus for residential development proposals, with the CAN-C Search Area being the preferred location for a limited amount of construction worker housing in Cannington. A modest amount of housing suitable for transfer to an affordable housing legacy use may be acceptable at CAN-A, but only if a pressing need for construction worker housing at Cannington is demonstrated. A potential hotel use would be contrary to policy which seeks to locate such uses in towns.	88350-1-4776	/			

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	An assessment of the ongoing viability of such uses will be required to inform proposals.	88470-1-1109			/	tourism industry stands to benefit from the additional demand generated by the construction workforce.
Tractivity 753	Public	Stage 2	4. Any other ideas or comments? Provided the workers are mindful of the local residents, and act in a responsible and appropriate manner when off duty, then this arrangement could be satisfactory.	9511-1-1490			/	
Tractivity 1171	Public	Stage 2	4. Any other ideas or comments? Do you really need so many workers? Can you begin to imagine the impact on the surrounding area/villages? And once changed it will never go back to how it was.	9929-1-1521	/			
Tractivity 1182	Public	Stage 2	4. Any other ideas or comments? You underestimate TOTAL work of visitors. You over estimate the use of suitable local labour. Purpose built accommodation should be in place for a minimum of 80% of the total. Realistic site staff/labour force BEFORE work is started. Planned accommodation WILL NOT be a short term programme.	9940-1-1841	/			
Tractivity 1186	Public	Stage 2	4. Any other ideas or comments? Your numbers are GROSSLY UNDERESTIMATED in terms of total and OVERESTIMATED in terms of people from the locality. The whole programme and accommodation proposals should be underpinned by justifiable evidence of numbers in terms of grades, executive and visitors and this is assessed against normal Bridgwater visitors and holiday requirements.	9944-1-1676	/			
Tractivity 1327	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Although numbers have been reduced this still equates to a high increase in accommodation needs in the surrounding area.	89593-1-238			/	
Tractivity 210	Public	Stage 1	4. Any other ideas or comments? The claim that there will be no increase in traffic through Bridgwater at peak times doesn't ring true, given the number of campuses, park & ride and storage sites under consideration. Accommodation needs to be built where it will best benefit the local area after construction is complete; not just spread around everywhere.	8915-1-1028	/			

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Tractivity 264	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  It must be up to local people in the near vicinity of the proposed campuses to decide	8953-1-2415			/	
Tractivity 392	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  When Hinkley was last developed there were many promises and none were followed through so will it be the same this time. Also there does not seem to be a great need for hotels etc in the area and do we really need all these extra facilities for students in Bridgwater. How many more will there be?	9077-1-3294	/			
Tractivity 434	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  There does not appear to any demand for a new hotel in Williton - the Egremont Hotel and Fairfield Hotel closed some years ago apparently through lack of business. We cannot see any long-term legacy benefits for campus accommodation in Williton	9113-1-2374	/			
Tractivity 449	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The people of Cannington have shown (in answers to a parish council questionnaire) that they do not want campus accommodation either to the South of the village or at Cannington College. And are not interested in your long term legacy of student accommodation.	9127-1-2360	/			
Tractivity 582	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Bigger accommodation  If accommodation built to be good quality and of a permanent nature.  Leave it to staff to purchase (or rent) and then see the need as we did at Hinkley A amp; B	9251-1-2730	/			
Tractivity 62332	Public	Stage 2	2) We were unable to get an acceptable answer to our question about the number of 700 workers on site 24/7 in the proposed Campus. How has this figure been arrived at? We are aware of the figure from the public enquiry of some 20 years ago. We would like to know how many of these workers are deemed to be essential, as we challenged your staff to re-think how many core workers would be required, which would reduce the size and indeed the positioning of the controversial Campus, which, as you will be aware, is causing much anxiety to us all.	10014-1-818	/			

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Tractivity 62463	Public	Stage 2	- Although it is claimed that the development will create local jobs, no doubt EDF will use national contractors, who will bring in their own staff - if not why the need for the increase in accommodation?	10086-1-4580	/			
Tractivity 62578	Public	Stage 2	9. We plan to accommodate between 1,080 and 1,925 non-local workers in accommodation campuses, depending upon the success of local recruitment and other factors. What are your views on our plans for accommodation campuses at the following locations:  Bridgwater Innovia site, Bath Road (site BRI- A) for up to 1,075 places?  Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Hinkley Point C site for up to 700 places?  Your whole accommodation plans will bring Bridgwater to it's knees in terms of traffic, noise, pollution and crime and will push the police, fire and hospital services to breaking point. I'd also like to ask another question: if there is going to be 3500 non-local people coming into the area and you're providing accommodation for 1925, where will the remaining 1575 be staying? Do you know how many B&B's and rented accommodation there is in this area?	10129-1-10013	/			
Tractivity 62605	Public	Stage 2	2) We were unable to get an acceptable answer to our question about the number of 700 workers on site 24/7 in the proposed Campus. How has this figure been arrived at? We are aware of the figure from the public enquiry of some 20 years ago. We would like to know how many of these workers are deemed to be essential, as we challenged your staff to re-think how many core workers would be required, which would reduce the size and indeed the positioning of the controversial Campus, which, as you will be aware, is causing much anxiety to us all.	10152-1-829	/			
Mendip District Council	Local Authority	Stage 2	the proposals may result in demand for housing in the western part of Mendip District.	10211-1-439			/	
Mendip District Council	Local Authority	Stage 2	The development will result in a significant amount of jobs being created and this may lead to pressure for more housing in the district. This will be considered and managed as part of our work on the council's emerging Local Development Framework and we will also coordinate with the other districts in Somerset on this.	10211-1-526			/	
Mendip District Council	Local Authority	Stage 2	1. There was grave concerns about the potential displacement of tenants from the district's private rented stock should the proposal result in an influx of migrant workers, which subsequently impacts on the availability of private rented housing and drives up the affordability factor for our residents.	10211-1-1969	/			



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Taunton Deane Borough Council	Local Authority	Stage 2	The leisure facilities, educational offer and quality of life provided in Taunton will inevitably mean that large numbers of employees will be seeking accommodation within Taunton Deane. Assessment therefore needs to be made of the potential impact upon all housing sectors and how such impacts will be mitigated. Will there be a rise in homelessness resulting from increased demand on the private rented sector which would impact particularly upon Taunton Deane as we have the largest concentration and number of this type of property in the area?	10213-1-2249	/			
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	The total number of houses envisaged by Sedgemoor District Council in its emerging Local Development Plan up to the year 2025 stands at around 4500 could be greatly undermined by the number of migrant workers which could settle in this area, bearing in mind that there area already some 4000 applicants on the local authority's housing waiting list.	10220-1-11360	/			
West Somerset Council	Local Authority	Stage 2	- Poor impact definition on market and private rented sector housing - no details on how this will be mitigated.	89183-1-5079	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Justify on-site parking and accommodation requirements.	89196-1-2519	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Through previous discussions with EDF, it was thought that a number of home versus non-home based scenario were going to be tested, in order to consider the likely implications should take-up of local accommodation be less than envisaged (i.e. more staff travelling further from home), or indeed if more staff decided to move into the area (i.e. more local staff trips). The testing of a variety of scenarios is considered important in order to understand the likely sensitivity of the model to a change in accommodation strategy and ensure an element of resilience is built into the TA process. The County Council welcomes further discussion with EDF on this matter, particularly in light of the knowledge that the proposed accommodation strategy is still subject to change; we would like to ensure that the tools used in the technical assessment (i.e. the gravity model) are sufficiently robust and flexible to take account of these changes and support a full, cumulative assessment of the transport impacts.	89228-1-6908	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	EDF must provide, as soon as possible, robust information indicating the number and location of non-local families moving in to the area during the construction phase	89242-1-4073	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	There is also a lack of detail on what the assumptions regarding the potential and perceived labour market are based.	89263-1-8843	/			
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- We are concerned that residential accommodation in the town, currently accessed by automotive and overseas students as well as potential additional apprenticeships arising from the Hinkley construction project could become very difficult to access as a result of competing demands from EDF and supply chain workforce.	89437-1-5520	/			
NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	5.3 The number of additional temporary workers during the construction phase is estimated as 5,000 over the peak four years. Based on experience elsewhere it is estimated that 60% to 70% of those workers will come from outside of Somerset and represent an additional temporary population of 3,000 to 3,5000. Again based on evidence from elsewhere  it is estimated that 25% of these workers will bring partners and families with an average of 1.9 children. This gives 2,175 to 2,538 additional family members living on a temporary basis in Somerset. The total additional temporary population is therefore estimated at between 5,175 and 6,038. These figures have potential for further inflation if the underlying assumptions concerning partners and families prove inaccurate.	89461-1-774	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	there is currently insufficient information available to determine what the needs of worker groups will be or indeed how fit for purpose worker accommodation could be adapted to meet a longer term requirements of local communities. For instance, could two or more construction workers share a flat/house that is later made available for families in housing need, or can accommodation blocks be designed in such a way that allows for later conversion of units to family housing.	89298-1-4781	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	EDF Energy will need to provide comprehensive information on: worker profiles, accommodation phasing and link to local housing needs and targets, and worker accommodation management.	89298-1-5259	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	it is not clear that non-home based workers would make the same locational choices as an operational workforce, who would make a decision with longer term lifestyle choices in mind.	89305-1-1796	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	These figures are assumed to be based on assessment of latent capacity in the private rented market, informed by responses to advertisements placed in several local weekly papers in November 2009. It is our view that the results of the survey are not clearly set out in the socio-economic appraisal, with the distinction between private rented accommodation and tourism accommodation not adequately defined. This raises concerns around the potential for double-counting in terms of 'latent' capacity in the private rented and tourism accommodation markets.	89305-1-3194	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is recognised that the needs of worker accommodation will be in many cases fundamentally different to the type of housing planned for in Somerset. However there is currently insufficient information available to determine what the needs of worker groups will be or indeed how fit for purpose worker accommodation could be adapted to meet a longer term requirements of local communities. For instance, could two or more construction workers share a flat/house that is later made available for families in housing need, or can accommodation blocks be designed in such a way that allows for later conversion of units to family housing. EDF Energy will need to provide comprehensive information on: worker profiles, accommodation phasing and link to local housing needs and targets, and worker accommodation management; and we would consider it sensible for EDF Energy to discuss housing legacy with local and national housebuilders, who have expertise in this topic.	89307-1-7501	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is the authorities' view that capacity in the private rented sector in the area has been inadequately assessed. The introduction of pressures on the market of the scale proposed are anticipated to have direct implications both on communities and on the authorities who will have to respond to the consequences, including homelessness. It is the responsibility of the authorities to ensure that there is an adequate supply of affordable housing. A focussed strategy that identifies risks and sets out solutions needs to be developed by EDF Energy and agreed with the authorities.	89307-1-9457	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There appears to be some inconsistency between the total employment requirement for 1,225 room campus construction quoted in chapter 2.2 (210-545 person years) and the requirement given in Appendix 2.2.1 (165-210 person years).	89360-1-7283			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Accommodation issues are effectively discounted by assuming that "there is sufficient private accommodation available to meet the needs of the workforce required to construct the proposed off site associated development and it is proposed that no project specific accommodation will be provided" (paragraph 1.1.79 Volume 3).	89360-1-7514	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Outside of accommodation campuses, the construction period will see the introduction of a large transient community .The period of occupation of non-home-based workers is not clearly expressed;	89412-1-4720	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment assumes 60% of the workforce will be non-home-based (para 5.7.3). It is not clear what this assumption is based on, although it is likely that this is related to a target for 40% of the workforce to be locally based.	89414-1-13115	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of the non-home-based workforce in private accommodation includes both private rented and B&B accommodation (para 5.7.8). According to Table 5.7 the total number of workers in this type of accommodation is 1,590 (780 in private rented, 810 in B&B) for the 60% non home-based worker scenario. It is noted that this is inconsistent with the figures set out in Table 8.38 of the socio-economic assessment chapter of the Environmental Appraisal (780 in private rented, 780 in B&B/guesthouses/caravans etc.), although the discrepancy is minor.  The main concern is that the bedspace numbers set out in paragraph 5.7.15 of the HIA add up to 769. It appears that this figure is based on the tourism accommodation types only, omitting private rented bedspaces. This suggests that the effects may have been under estimated in the appraisal. Furthermore, there appears to be no appraisal of the 70% non home-based worker scenario.	89414-1-13732	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities agree that it will be important to monitor the take up of accommodation and submit regular reports to the local authorities, as set out at paragraph 14.3. These reports should be submitted on a monthly basis, rather than 6 monthly intervals. The monitoring should be against agreed targets for take-up that are set out in a phasing strategy for the sites within the Accommodation Strategy.	89421-1-396	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The impact on the labour market makes assumptions concerning a higher level of local labour participation without clear mitigation strategy.	89425-1-481	/			
Mendip District Council	Local authority	Stage 2 Update	The council's emerging Local Development Framework Core Strategy document has identified a need for 1,300 homes in the Street area, as identified through the strategic housing market assessment. The additional demand placed on the Street area from the EDF proposal will place pressure on the local housing supply.	89738-1-880	/			
Williton Parish Council	statutory consultee	Stage 2 Update	- Clarification was required regarding the number of bed spaces resulting from the reduction of campus bed spaces	89759-1-947	/			
Highways Agency	statutory consultee	Stage 2 Update	3.5 There appears to be an inconsistency with the figures presented in Tables 4.3 / 4.4 and Figure 4.2 of the Draft Workforce Profile Report. Tables 4.3 and 4.4 indicate that during month 38 and month 64 of the construction period Home Based Workers will be 1900 workers. Figure 4.2 however indicates that at month 64 only 1700 workers will be Home Based. Clarification is sought on this matter.	89838-1-1518	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The suggested benefits of relocating the campus away from Shurton and Burton, only to be replaced by construction compound, remain unclear in the absence of further details and preliminary environmental information to assess the impacts of the proposed changes.	89873-1-18343	/			

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Illustrations on pages 11 and 33 of the update document suggest differing boundary treatments. In reality, it is difficult to decipher whether an appropriate boundary treatment is provided on Wick Moor Drive.	89886-1-978	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Any campus accommodation in this location needs robust and extensive justification and should be provided at a scale that is based on an evidence of need that has not been presented in the Stage 2 update.  The Councils accept that some worker accommodation on site at Hinkley is likely to be necessary to provide accommodation for security personnel and also for management of night-time activities on site. In the absence of clarification from EDFE on what this minimum requirement is, the Councils have taken an assumption that accommodation for some 100 workers would be necessary.	89886-1-1654	/			

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Taunton Deane Borough Council	Local Authority	Stage 1	a. Taunton wishes to be included in the area of search for accommodation.  There are a number of sites with planning permission which could deliver workers' accommodation quickly and to a high standard. There is already an existing need for affordable housing or nursing / student accommodation which can be considered for future uses once no longer required by EDF.	8710-2-733		/		Many consultees noted that there is currently a shortage of affordable housing in the local area and were concerned that the Hinkley Point C (HPC) Project could increase pressure on affordable housing (e.g. by increasing rents). There were also requests for EDF Energy to invest in affordable housing.  For information on EDF Energy's assessment of the availability of local accommodation, the reader is referred to the <b>Accommodation - Strategy - Policy response</b> .
Nether Stowey Parish Council	Statutory Consultee	Stage 1	- Increased demand for residential property exacerbating current problems of affordable homes for young people	8717-2-6659			/	Taking account of some of the comments received about the availability of affordable housing locally, EDF Energy proposed in its Stage 2 Update consultation to establish a £5m Housing Fund. This could be used for a range of local initiatives, including boosting the supply of affordable accommodation. In terms of the size of the proposed Fund, analysis presented in the <b>Accommodation Strategy</b> shows that it would be capable of bringing forward more than enough accommodation to make up for the use of local housing by HPC workers.
Nether Stowey Parish Council	Statutory Consultee	Stage 1	5.6 Affordable Homes - support for more affordable homes to rent in the village. The Parish Council is currently working with the Community Council for Somerset and Sedgemoor District Council following a recent Housing Needs Survey which indicated the immediate need for up to 20 affordable homes to rent for local people.	8717-2-14862		/		Some consultees suggested that either permanent housing should be provided instead of campuses, or that the accommodation campuses should be built in such a way as to allow for subsequent conversion into housing once the construction phase of the HPC Project was complete.  For EDF Energy's response to the suggestion that it should build permanent affordable housing instead of temporary campuses, the reader is referred to the <b>Accommodation - Strategy - Alternatives response</b> .
West Somerset Council	Local Authority	Stage 1	WSC is concerned of the impacts of the development on the availability of affordable and private rented accommodation to meet local needs. The additional demand from the EDF workforce for accommodation within the District may reduce the supply and/or increase the cost of affordable housing and EDF need to demonstrate how they will mitigate these types of impacts. Amongst the initiatives to be considered should be the potential to maximise the Potential for long term legacy benefits from the provision of worker accommodation. Therefore where worker accommodation is proposed to be provided in an appropriate location it should be of a permanent form of construction and the architectural form and layout of the housing should be of an appropriate standard and quality, should reflect local housing need and accord with design standards, sustainability requirements and guidance of the Council. Furthermore EDF should consider whether their housing proposals are consistent and possibly support the objectives for growth of key Settlements of the District within strategies at the regional level and emerging planning objectives (as part of VVSC's LDF) at a local level.	88780-2-7826	/			EDF Energy explained in its Stage 2 Update consultation why its proposed accommodation campuses would not be suitable for conversion into

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Bridgwater Town Council	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	3. Associated development / accommodation The Town Council accept that worker accommodation will be required in the town. With the numbers planned estimated at 500 this should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities. Existing housing should also be maximised but not at expense of local needs. The danger of pushing up costs is apparent and must be remedied so that affordable housing is still available to local people. Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units. Sites should be chosen with due regard to residential development surrounding especially on new development sites achieving suitable social mix and compatibility. Development on sports fields should only be pursued where the overriding interests of existing interests of existing users benefit. Any development must take account of, and must complement and enhance the built environment.	8745-2-3623	/			affordable accommodation. The campuses are designed to meet the needs of a large, temporary workforce, which are very different from the needs of local families. For example, the campus accommodation would be arranged in large blocks, with communal dining rooms and other amenities provided in separate amenity blocks. This would not be suitable for conversion into family housing. However, it would be very suitable for student accommodation, and EDF has suggested that one of its accommodation campuses in Bridgwater might be used as legacy student accommodation for Bridgwater College, subject to the necessary permission being granted.
Kilve Parish Council	Statutory Consultee	Stage 1	There is a shortage of affordable homes in West Somerset. This should however be kept in context. The idea of utilising a redundant Accommodation block next to a nuclear installation for affordable homes would be totally unacceptable. A smaller, possibly purpose built managerial accommodation block of up to twenty units, built on the present site of "Lonlay Meadows" in Stogursey, would provide for future low cost/affordable housing for local young families.	88930-2-14752		/		
Kilve Parish Council	Statutory Consultee	Stage 1	Smaller, twenty bed satellite accommodation blocks might be of benefit as low cost/affordable housing for local young families in the future. If such a "Satellite" scheme were to be considered, part of the present "Paddons" development could be used. This would have a benefit during the construction phase because it would bring an acceptable number of new people directly into the village, boosting numbers for the local school, and investment in local shops, pubs, etc.	88930-2-24635		/		
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Affordable housing provision is seen as a priority legacy use for permanent residential accommodation by both Councils. EDF Energy are encouraged to engage with the Councils and Registered Social Landlords (RSLs) to identify specific types of housing need in locations where campus development is proposed. The provision of family dwellings, or buildings that are designed to allow later adaption for family use (a minimum of two bedrooms per unit), is encouraged.	88310-2-2609	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Parish Plan produced in 2005 sets out general issues for the village including a lack of affordable housing. The most recent Housing Needs Survey for Cannington in January 2007 identified a need for 30 affordable housing units, while the waiting list for Council Housing in October 2008 showed 86 households had listed Cannington as their first choice. (This figure includes those currently living elsewhere). In addition, there is a need highlighted for a Community Centre and a perceived inadequacy of policing.	88360-2-4147		/		



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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The Strategic Housing Market Assessment, adopted by Sedgemoor DC in 2009, estimated that there was an annual affordable housing requirement of 891 units. The Council are keen to discuss with EDF Energy how the provision of affordable housing might be secured as a legacy benefit of campus development and how the layout of development could be influenced to secure appropriate dwelling mix.	88430-2-2766		/		
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Mechanisms for the provision of affordable housing must also be explored. West Somerset Council's Planning Obligations SPD (draft) advises that there is a current and projected acute shortage of housing for local needs in West Somerset. It would thus seem appropriate for EDF to consider how the provision of affordable housing might be secured as a legacy benefit of campus development and how the layout of development could be influenced to secure appropriate dwelling mix;	88470-2-1199		/		
Tractivity 710	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? Will greedy landlords push up the price of rents so that local people can't afford them? Will there be a negative effect on holiday accommodation in the area, ie lots of single men on family holiday parks?	9468-2-1488		/		
Tractivity 781	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I sincerely hope that as well as potential difficulties for Bridgwater, there will be some positive contribution by EDF to our local infrastructure and services e.g. new swimming pool and affordable housing please!!!	9539-2-6330	/			
Tractivity 792	Public	Stage 2	9a. Any other ideas or comments? As long as absolute priority is given to south-west workers. I note that you plan to remove most of the accommodation - however, instead of demolition could these not be sold to a developer to convert into low-cost housing, given the housing shortage? This would be more cost-effective and environmentally friendly.	9550-2-4071		/		
Tractivity 812	Public	Stage 2	4. Any other ideas or comments? as a company we are willing to work with edf energy and provide the accomodation, and any housing will be then sold as affordable housing once the construction has finished and we will make that a legal condition. we have £5 million to invest in this	9570-2-1896		/		

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Tractivity 820	Public	Stage 2	4. Any other ideas or comments? This sounds like people will become isolated from overall communities and risk a 'them and us' attitude. Much better if affordable housing was built for the workers which then could be used by communities after the main building phase is complete. The use of B&B's and caravan parks seems like a potential risk to Somerset's tourism industry. What about worker families, will they be expected to bring their children up in B&B's and caravan parks. Sounds very impractical and isolating.	9578-2-1486		/		
Tractivity 886	Public	Stage 2	4. Any other ideas or comments? The cost of local renting will go up. There will be even more of a shortage of affordable homes for people who live here already. plus the overland on roads, schools, med cent and hospitals.	9644-2-1633		/		
Tractivity 1058	Public	Stage 2	4. Any other ideas or comments? EDF using locally rented accommodation will erduce if not obliterate the rental opportunities for local people. I beleive that EDF will leave behind accommodation for students in bridgwater but will knock down the other site. If EDF really wanted to boost the economy then it would be able to find a site for some flats or starter homes and leave them behind as low-cost accommodation for local people.	9816-2-1492		/		
Tractivity 1091	Public	Stage 2	9a. Any other ideas or comments? Bridgwater Innovia site is indeed a current problem and needs positive development which will leave a lasting legacy for Bridgwater. A smaller amount of workers in affordable housing seems a better solution for this site, so that the area can be used once building at HPC has been completed. However considerable work will need to be done to deal with the traffic problem, as Bath Rd is nearly always congested, already! Also is the land safe and healthy for people to live on? I am informed there will doubtless be serious toxicities in the soil, remnants from the previous activites on site.	9849-2-9208		/		
Tractivity 1100	Public	Stage 2	4. Any other ideas or comments? In this area there is a shortage of affordable housing and EDF's proposals will merely add to that pressure. Campuses are not satisfactory. A big affordable (rented) housing scheme spread between various communities to accommodate construction workers. After the construction phase these could provide a legacy benefit in the form of affordable homes for local people.	9858-2-1703		/		

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Tractivity 1101	Public	Stage 2	9a. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-2-4426		/		
Tractivity 1101	Public	Stage 2	9b. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-2-4966		/		
Tractivity 1101	Public	Stage 2	9c. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-2-5454		/		
Tractivity 1146	Public	Stage 2	2. Any other ideas or comments? The accommodation campus is excessive. Insufficient attention has been given to employing local labour instead of bringing people in. The environmental, social and economic impact of the campus has not been assessed. The same rigour should be applied as if this were a new town being proposed by a housing developer. I have concerns that the housing will never be removed and will instead be sold on as ?affordable? housing once the reactor development is completed.	9904-2-436		/		
Tractivity 1146	Public	Stage 2	4. Any other ideas or comments? As Q3. The temporary accommodation is essentially a new settlement. The same analysis and assessment should be applied as if this were a new town on a green field site being proposed by a housing developer. I am concerned that the housing will not be removed when reactor development is completed but will be sold on to a housing association as ?affordable? housing.	9904-2-2090			/	
Tractivity 1153	Public	Stage 2	9a. Any other ideas or comments? Nothing against the location per se, but I think the least Bridgwater (an area of deprivation) deserves from all this upheaval is a legacy of affordable housing.	9911-2-5910			/	

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Tractivity 1153	Public	Stage 2	9b. Any other ideas or comments? Nothing against the location per se, but I think the least Bridgwater (an area of deprivation) deserves from all this upheaval is a legacy of affordable housing.	9911-2-6243		/		
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Regarding Stage 2 - purchase of land required - off site associate development. What purpose do you want to use the extra land for and where will that be? We would definitely not be in favour of any affordable housing, etc. being built in Shurton. Briefly, when we moved to Shurton we were told by the local authority (planning) that no further new builds would be allowed in this hamlet, due to evacuation measures for Shurton in case of any emergencies at Hinkley C. IN CONCLUSION: Our opinion has not changed since the beginning of any of the proposals regarding the new build at Hinkley (Continued on associated enquiry)	9924-2-7520		/		
Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	- we would welcome more money being pledged to training rather than housing. We don't feel it is EDFs responsibility to provide permanent housing on behalf of the local councils. Local people need to be closely involved with such decisions.	89576-2-1210		/		
Tractivity 409	Public	Stage 1	The Community Council for Somerset are convinced that affordable housing (that could be passed on to local communities) should form a part of any accommodation strategy for workers, particularly as there is local concern regarding the building of large hostels.	9350-2-3618	/			
Tractivity 570	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? I live in Williton and am concerned about the style of accommodation to be put on the final chosen site. I live directly behind one proposed area, next to the hospital. If this site is selected the accommodation should be single storey, and a perimeter fence erected to ensure, that workers use the main entrance for access only. It should also be screened from the houses and hospital. Of course such use has a detrimental effect on house prices and saleability, so I would like to see some sort of compensation package offer to those directly affected. Also I would expect the rates assessment to be downgraded for the duration.	9239-2-916	/			

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Tractivity 580	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments?  I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number of smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C	9249-2-921	/			
Tractivity 604	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  The so called community benefits are a poor response for the proposed changes which will change the rural aspect of the village. How will single person accommodation when vacated provide sustainable low cost housing?	9270-2-4130	/			
Tractivity 670	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Comment confined to town of Bridgwater as for content of Section 3 of BTC response paper essential not single block and allied to long term legacy. Note view reference affordable housing and possible impact during construction and need for long term legacy for affordable units.	9333-2-2505	/			
Tractivity 50885	Public	Stage 1	My fifth reason is that more workers will be coming in and it will disrupt the local villages and local people with more people coming. House prices will go up and the villages will be made bigger which many people like me will not like.	9394-2-1203		/		
Homes and Communities Agency	Statutory Consultee	Stage 2	EDF clearly has a need to provide accommodation for the very large number of construction workers, perhaps up to 5,000, that will be required for this major project. However, it will be particularly welcomed by local people if, in addition to the jobs that the development will provide, there is a legacy of new homes for people in the area who need housing.	10191-2-830			/	
Homes and Communities Agency	Statutory Consultee	Stage 2	At a time when other sources of investment into the supply of housing are limited, particularly affordable housing supply, the Agency recognises that there is a compelling case for EDF and the councils to establish a close working arrangement to maximise the opportunity for the more sustainable use of the worker accommodation.	10191-2-1189	/			
Exmoor National Park Authority	Local Authority	Stage 2	that if worker housing can be provided to a high standard then this could be made available for much needed affordable housing in due course, leaving a valuable community legacy from the development.	10209-2-1513	/			

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South Somerset Council	Local Authority	Stage 2	The proposal notes the need for affordable housing as identified in local plans but suggests that temporary accommodation could be used as student accommodation for a proposed Somerset University. We would suggest that this stock may in the long term provide opportunities for use as affordable housing.	10210-2-2485	/			
South Somerset Council	Local Authority	Stage 2	If homes for construction are to be eventually released on the market for affordable housing, this may mean guaranteed supply of new homes in Bridgwater which will provide greater opportunities to rehouse those in need at that time but it is hard to say how much this ripple effect will benefit South Somerset without further analysis.	10210-2-2792		/		
Taunton Deane Borough Council	Local Authority	Stage 2	The Council is disappointed not to see some sort of accommodation 'legacy' proposals to mitigate the effect upon the local housing market such as the funding of an appropriate level of new permanent housing to accommodate the workforce within the Taunton area as well as Bridgwater and the immediate environs of the construction site.	10213-2-2982			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council believes that there is a real danger, to date ignored by EDF Energy, that if the majority of workers are offered campus style accommodation they will seek alternative accommodation and incoming workers will (a) put pressure on local serviced accommodation to the detriment of the existing tourism trade and (b) that they will crowd out, via price and affordability, local people seeking rental property. Given the length of the construction period the Parish Council does not consider that these can be regarded as temporary or minor problems.	10226-2-11634	/			
Exmoor Tourist Association	Non-Statutory Consultee	Stage 2	Small blocks of affordable housing for the present EDF workforce is far more acceptable - however, will they want to move away when the project is complete? Therefore none of the advantages of having the houses built will benefit the local population.	10256-2-3018		/		
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	There is insufficient local housing. Already the effects of EDF reserving all available and affordable rental properties are being felt in the communities. People in social housing are unable to move on to the property ladder due to the increase in house prices, caused by the coming demand for property by EDF and there is very limited rental accommodation available at affordable rents. This is already creating an increase in mental health diagnoses, particularly amongst the young and those people sleeping rough; this in turn has led to increases in alcohol and drug abuse. Anti social behaviour is on the increase as is evident in Victoria Ward, where great strides in curbing anti social behaviour have been reversed in the past 6 months and a return to gang warfare and common assault is rife.	10271-2-11555			/	
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	EDF could do the locality a great service by helping improve local services by co-providing a legacy of desperately needed local facilities such as a new sports and leisure facility as well as affordable housing.	10271-2-16225	/			

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Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	Accommodation to be handed over for social housing post development	10271-2-27029		/		
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	pecifically the maintenance of the ongoing delivery of affordable housing, for example, through a revenue and capital fund, in addition to legacy from build developments accommodation centres.	89186-2-16663	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no affordable housing offer or support for local services (such as housing advice) proposed in Stage 2. This is essential planning mitigation to meet demonstrated housing needs. There is some reference to existing EDF Corporate initiatives concerning energy efficiency for homes and businesses, but this offer could be enhanced.	89196-2-6249	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	The danger of pushing up costs is apparent and must be remedied so that affordable housing is still available to local people.	89263-2-7931	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units.	89263-2-8058	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	The potential affordable housing legacy not been addressed. This needs a clear and bold vision, but the proposal is singularly lacking one!	89263-2-9988	/			

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Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	- The danger of pushing up costs is apparent and must be remedied so that affordable housing is still available to local people.  - Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units.	89264-2-2887	/			
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- Ensuring priority allocation of landlady accommodation to students. There would need to be a managed approach to potential competition in pricing.	89437-2-7063	/			
Hallam Land Management	Consultee with an Interest in Land	Stage 2	Clearly EDF will add to pressure on the housing stock but no measures are proposed to mitigate the impact on affordability. It is necessary to consider more clearly, if and how the impact of the EDF proposals on the existing and emerging stock might be mitigated through a greatly enhanced obligation secured from EDF.	89455-2-1775		/		
Hallam Land Management	Consultee with an Interest in Land	Stage 2	Any adverse impacts in terms of the delivery of North East Bridgwater or indeed impacts on the property market must be considered and addressed in the planning obligation. In this regards, HLM notes the proposals made by the Councils response in relation to a comprehensive consideration of the issue and the requirement for proposals for compensation in relation to negative impacts experienced in the property market.	89456-2-1323			/	
NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	1.87 The 2009 Comprehensive Area Assessment (CAA) for Somerset highlighted housing as a significant concern for the county, revealing that 'there is a serious shortage of homes which Somerset people can afford'. The average house price in Somerset was £205,733 in the last quarter of 2009, compared to £173,404 in the south west and £223,986 nationally. Within the county, West Somerset district has the highest average house prices. It is the only one of Somerset's districts to have a proportion of unfit dwelling stock which is greater than the national average. Sedgemoor is the least affordable place to live in Somerset, with an average house price of £188,384, and an affordability index above the national average.	89467-2-3432			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  e) Alternative, more permanent housing solutions must be properly explored and maximised, to ensure that any accommodation provided can serve a useful function, such as increasing the supply of affordable housing for Somerset residents, once it is no longer required to accommodate construction workers.	89298-2-2874	/			



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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The objectives should refer to the affordable housing aims set out in the agreed Vision Statement;	89306-2-4767		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Affordable housing</p> <p>- No techniques have been employed to assess the impact of additional demand upon rents and property prices and hence need for affordable housing.</p> <p>The transport appraisal assumes that workers will be accessing “headroom” in the private rented stock equivalent to 2.7% of private rented stock which is itself assumed to be constant 10% of the total stock across all settlements.</p> <p>As a constant proportion of stock, no account is taken of cumulative effects associated with neighbourhoods within Bridgwater and Minehead where private rented accommodation is concentrated at levels well above the constant used in modelling (e.g. Bridgwater Eastover had 17.5% of its housing classified as private rented in 2001). Any localised concentrations of workers may create additional effects related to social cohesion and identify preferences for new affordable supply for households displaced from available rented accommodation.</p> <p>At peak, 400 rented properties (based on 2 workers per property paragraph 8.12.26) may be absorbed by the workforce potentially adding to the backlog of housing need in WSC / SDC which already stands at 900 units (as recorded in the EnvApp). The level of displacement is hard to predict but the average of 18% of private rented households (Chartered Institute of Housing, 2009) that are dependent upon housing benefit are probably most at risk (equivalent to around 70 units). This assessment may be an under estimate given that “private rented is likely to be a popular option for the workforce” (paragraph 8.12.22). In some respects, there is a powerful incentive to encourage higher occupancy levels in the private rented sector however this must be balanced against the risks of encouraging lots of Houses in Multiple Occupation (of which there has been an upsurge of interest) whose impacts are highly dependent upon the quality of their management.</p>	89338-2-15605	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Affordable housing</p> <p>There is no specific significance test relating to affordable housing rather it is indirectly dealt with under "Accommodation Pressures and development". The underlying assumption is that the accommodation campuses and latent accommodation supply will prevent any wider pressures from coming to bear. This is used to justify a moderate positive rating.</p> <p>No account has been taken of any future proliferation in the numbers of Houses in Multiple Occupation that might arise through the private rented sector. A risk exists that character of private rented sector management changes over the next ten years as private landlords sell up to professional managing agents who will be seeking the maximum return for minimum outlay (these agents may well have no enduring interest in the area beyond extracting revenues from the workforce during the construction phase).</p>	89339-2-9092	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Affordable housing</p> <p>- No specific mitigation proposals are offered because the issue is largely not recognised. Sufficient headroom is deemed to exist through a combination of hostel accommodation places and the latent capacity revealed in the survey undertaken.</p> <p>No consideration has been given to accelerating the delivery of the Councils' Empty Homes Strategy which could deliver a significant number of additional homes in the area. Expanding capacity from outside the current definition of available stock offers a potential means of managing the impact without compromising existing communities.</p> <p>- Recommendation: That mitigation measures be included on the basis of monitoring impacts on local housing need particularly any upsurge in Houses in Multiple Occupation, waiting lists for social housing, rent levels.</p>	89340-2-11496	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Affordable housing</p> <p>- Any displacement on the waiting lists for affordable housing is clearly a concern which is discounted in the assessment. Increases in general rents could cause displacement of the most vulnerable households in receipt of benefits.</p>	89341-2-4461	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>- The displacement effects in relation to vulnerable households in the private rented sector are not explored. No account has been taken of potential direct movement into the social housing sector by workers applying directly for housing.</p> <p>Residual Effects = Uncertain</p>	89342-2-4953	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Ensuring the development does not adversely impact on the availability or affordability of housing and accommodation for the local community. EDF Energy should work through the potential housing impacts with the Local Housing Authorities and Social Housing Providers.	89417-2-171	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	EDF Energy need to recognise the potential for displacement to occur and commit to measures that expand the supply of affordable housing at the outset of the project for the community especially for the most vulnerable households already in private rented housing. Recognition also needs to be given to UK workers gaining direct access to social housing.	89417-2-442	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities wish to partner EDF Energy in bringing forward vacant units in the housing stock thereby expanding supply, either to assist in mitigating the effects of displacement or as part of the worker accommodation mix.	89417-2-800	/			
Holford Parish Council	statutory consultee	Stage 2 Update	Holford Parish Council is dismayed to find no commitment in the 'Update' to the provision of permanent affordable housing, only that the possibility of providing 'some affordable housing' is being explored. The Council believes that a commitment to a substantial increase in affordable housing would bring long term benefit to the area.	89750-2-1515		/		
Magna West Somerset Housing Association Limited	Non-statutory consultee	Stage 2 Update	As an organisation, we are very concerned about the shortage of affordable rented housing in West Somerset and it would be good to see some of your proposed funding used to support a capital new build programme of affordable housing in West Somerset. We would be very interested in working with you and the district council on such a project. This is really an extension of your proposed £5 million Housing Fund mentioned earlier.	89780-2-1704		/		
Otterhampton Parish Council	statutory consultee	Stage 2 Update	- A clear need for a limited number of affordable homes for young and old.	89870-2-13544		/		

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Stogursey Parish Council	statutory consultee	Stage 2 Update	The money proposed to be spent should instead be used to develop clusters of accommodation, supported by new or updated leisure facilities, in the surrounding towns and villages. This would provide an opportunity for workers to integrate, leading to less law and order issues, and provide a legacy of affordable housing which is so desperately needed to enable local young people to remain in their communities.	89872-2-6901		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	A key concern relates to the implications of take up of private rented accommodation by workers with a higher than average income. The Councils anticipate that growth in demand for private rented accommodation will increase local rental rates, resulting in adverse affects on communities where low cost affordable housing is already in short supply. Affordable housing is one of the Council's key priorities and the Proposed Changes consultation does not alleviate this fundamental concern. The Councils are also mindful of the use of owner- occupied units as the difference between average house prices and average wage levels is particularly stark in West Somerset and any overall increase in average house prices caused by the project would lead to a greater number of local people in housing need. The Councils have consistently set out these views since the Stage 1 consultation and they have yet to be satisfactorily addressed.	89873-2-15432		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Provision of and contributions toward housing to compensate for the impact on the affordable and rented housing stock and adverse impacts on the housing market.	89890-2-14190			/	
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	And when the work is completed and the majority of workers leave, perhaps the accommodation could become the basis of some much needed affordable housing in Somerset, assuming of course that the accommodation has been built to a decent standard and not as a short-term solution 'on the cheap'?	90080-2-3793			/	

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	5. Nevertheless, it would be desirable before proceeding to Stage 2 of the consultation process for firm decisions to be taken by EDF (taking account of consultee comments) about which out of the various option combinations presented in the Stage 1 Consultation Report are to be subjected to rigorous EIA (Environmental Impact Assessment).	87960-191-4073	/			<p>Consultees suggested various alternative locations for accommodation campuses at each stage of the consultation process, including Burnham, Taunton, Nether Stowey and various sites in Bridgwater (Stage 1) and Dunball and Stogursey (Stage 2 and Stage 2 Update). Some consultees also mentioned the possibility of a floating hotel near Hinkley. Some consultees suggested that EDF Energy should provide permanent housing instead of temporary campus accommodation. Consultees also expressed concern about the presence of a campus at Williton, Cannington and on-site.</p> <p>In its Stage 1 consultation, EDF Energy proposed having accommodation campuses in a number of locations, including in villages close to the Hinkley Point C main site. However, partly in response to feedback received in that consultation, EDF Energy subsequently concluded that it was best to concentrate its workers on-site and in Bridgwater. This would ensure that there are sufficient economies of scale to provide suitable facilities (bars, shop, canteens, etc.). Concentrating workers in two locations would also be much more advantageous from a transport perspective, in terms of being able to run regular shuttle bus services to the site.</p> <p>Accommodating workers on a floating hotel would be unlikely to be practical or allow for provision of the necessary sports and other facilities which would be needed by workers. It would also reduce the economic benefits that workers would bring to the local area.</p> <p>EDF Energy, working in partnership with the local authorities, investigated whether it might be possible to construct housing that could be used to accommodate its workers and left as a legacy for the local area. However, that work tended to reinforce to EDF Energy the benefits of campus</p>
Burnham-On-Sea & Highbridge Town Council	Statutory Consultee	Stage 1	Members feel also that the proposals do not reflect the accommodation opportunities Burnham and Highbridge have to offer, and that not enough is being done to promote employment opportunities for residents of the towns.  Members feel also that the proposals do not reflect the accommodation opportunities Burnham and Highbridge have to offer, and that not enough is being done to promote employment opportunities for residents of the towns.	8715-3-695		/		
Fiddington Parish Council	Statutory Consultee	Stage 1	We also believe that local accommodation should be explored well before large campus accommodation blocks are considered.	8716-3-859			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 1	1.8 At the public meeting on 14 January 2010 there was a cautiously positive reaction to the opportunities presented by the development of Hinkley C. There was also wide support for the concept of the development of a residential care home / nursing home for local people. In line with this and its response to the LDF Core Strategy the Parish Council considers there is some limited potential for the development of workers' accommodation and associated development in Nether Stowey and this is outlined in Section 4.0.	8717-3-3229			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.1 As indicated in para 1.8 the Parish Council considers that there is limited potential for the development of workers accommodation and associated development in Nether Stowey. However, in considering any such development there will be an overriding need to ensure that the scale, location, and design of any proposals are in keeping with the existing village.	8717-3-10834			/	

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Nether Stowey Parish Council	Statutory Consultee	Stage 1	<p>4.2 At the public meeting held in Nether Stowey on 14 January 2010 the EDF Energy representative stated that it had been estimated that 12% of the incoming workers would be in family units, rather than unaccompanied. The Parish Council believes that any development of workers accommodation in Nether Stowey should be designed to cater for this segment of the workforce. It is considered that such family units (with or without dependant children) are more likely to contribute to village life, support local businesses and facilities and less likely to cause law and order problems.</p> <p>4.3 As indicated in the response to the LDF Core Strategy, the Parish Council would expect to see any such development to the north and east of the existing village centre. In this context it should be noted that 12% of the homes and a slightly higher proportion of the population of Nether Stowey lie to the north of the A39, as does the village church and the largest commercial development (Cricketer Farm).</p> <p>4.4 If any such development was to be considered the Parish Council considers that it should be no bigger than the Hartley Meadow development off Stogursey Lane. This is a development of 67 properties ranging from 2 bed "affordable" starter homes to 4 bed family houses.</p> <p>4.5 The Parish Council would expect any development to be a permanent development. It would be expected that the legacy use be identified at the outset and the development designed to ensure that it met the necessary standards without extensive alteration at the end of the construction period. Legacy uses could include:</p> <p>(a)affordable housing to be owned by a registered social landlord chosen by the Parish Council in conjunction with the Sedgemoor District Council and Community Council for Somerset</p> <p>(b)a residential care home / nursing home to be owned by a Community Trust, to be established in conjunction with the Parish Council</p> <p>(c)accommodation for small businesses to be owned by a Community Trust</p> <p>4.6 It is noted that it is likely that such a development could involve ancillary parking and social and leisure facilities, both of which should have a legacy use. These would need to be the subject of detailed discussions with the Parish Council.</p>	8717-3-11201			/	<p>accommodation in Bridgwater and on-site. The majority of the alternative sites considered were dismissed as being too small or remote. Feedback from contractors suggests that many workers would want to live in campus-style accommodation, in particular because it would be fully serviced and provide a reasonably cheap, high standard, and accessible form of accommodation with all the facilities that workers would need. Those who want to stay in individual houses and do their own catering, laundry etc. could choose to stay in the private rented sector. It would also be much more practicable for EDF Energy to maintain large accommodation blocks with communal facilities and their grounds than to clean and service large numbers of individual houses, potentially with individual lounges, kitchens and gardens.</p> <p>For EDF Energy's response to the points raised about the availability of affordable accommodation, the reader is referred to the <b>Accommodation - Strategy - Affordable Housing</b> response.</p> <p>For EDF Energy's response to the points raised about the on-site campus and campus accommodation in Williton, the reader is referred to the <b>Accommodation - Impacts - Impacts (local)</b> response.</p>
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Finally, we believe that both Taunton Deane and Nether Stowey Parish Council have expressed an interest to have the campus in their area, which we feel are more suitable locations.	8719-3-3188			/	
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Small units of temporary accommodation at BoS and Highbridge	88900-3-11282			/	

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	There is a risk that if this development were to take place in Cannington that the principles of the EDF accommodation strategy may not be achievable.	87940-3-1035	/			
Kilve Parish Council	Statutory Consultee	Stage 1	Smaller, twenty bed satellite accommodation blocks might be of benefit as low cost/affordable housing for local young families in the future. If such a "Satellite" scheme were to be considered, part of the present "Paddons" development could be used. This would have a benefit during the construction phase because it would bring an acceptable number of new people directly into the village, boosting numbers for the local school, and investment in local shops, pubs, etc.	88930-3-24635			/	
Williton Parish Council	Statutory Consultee	Stage 1	1. To first explore the option of creating a campus at Nether Stowey as it was felt this to be more appropriate in terms of distance from Hinkley particularly as it was advised that this was favoured by their local community and it was clear by the public representation at the meeting that development was not welcome in Williton.	8748-3-931	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Councils fully support EDF Energy's procurement objective to "... encourage and facilitate the involvement of local businesses in the supply chain for the nuclear power station", but are concerned that the local workforce estimate may not be realistic. Reduced levels of local workforce involvement in the project would have clear implications for the accommodation strategy. Should it be found that there is a higher proportion of migrant workers than currently expected, despite efforts to maximise opportunities for locally based construction workers, the Councils' preference is for the majority of additional worker accommodation to be provided in Bridgwater. West Somerset Council would also be willing to investigate further construction worker accommodation options in Watchet and Minehead.	88300-3-0	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Proposals to refurbish existing accommodation in Search Area CAN-C are supported by Sedgemoor DC, subject to the detailed designs being finalised and approved taking account of the conservation area setting. The potential transfer of any resulting campus development to the control of the college would be welcomed, although greater detail will be required in terms of understanding the actual accommodation needs of the college in terms of scale and timing, particularly any displacement issues of current students.	88380-3-4164	/			

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>There are a number of further sites in the Bridgwater area that Sedgemoor District Council consider would be suitable for the development of accommodation for construction workers. Central considerations for the selection of sites should be the Bridgwater Vision and the Council's Strategic Housing Land Availability Assessment. From these documents an understanding can be developed of the key aspirations for the future regeneration and development opportunities within Bridgwater and the likely timescales and constraints of individual sites. We are therefore disappointed that further sites have not been considered at this early stage given the information within these documents. To assist such additional assessment Sedgemoor District Council have highlighted the following sites which we feel could have a role to play and should be fully considered and at least discounted for potential campus locations. The identification of these additional sites in Bridgwater should also be used in any review of the areas of search identified within Cannington. The suggested sites are:</p> <ul style="list-style-type: none"> <li>- Redevelopment of former Gerber Factory at Wembdon Road, Bridgwater - allocated brownfield site in the adopted Local Plan for housing. Locational advantages for Hinkley Point being on the western side of the town. Will provide opportunity for interim use to deal with site constraints, leaving serviced site for open market housing in middle phase of plan period.</li> <li>- Chilton Road Caravan Site, Chilton Trinity - Existing residential caravan site, limited remaining occupancy. Adjacent to Chilton School. Flood Zone 3a. Given current use and nature of site would suit temporary accommodation. Limited lead-in concerns. Within walking distance from town centre and situated just off of Northern Distributor Road for movements west to Hinkley.</li> <li>- Redevelopment of Haygrove School - Will be vacated by relocation of school to alternative site. Brownfield site not at flood risk. May provide for serviced site in advance of expectations. Timescale likely to be constraint.</li> </ul>	88430-3-3164	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<ul style="list-style-type: none"> <li>- Land east of Taunton Road - Allocated site in the Local Plan, partially redeveloped for Medical Centre, remainder remains undeveloped. Flood zone 3a. Could kick start redevelopment of remainder of the site. Again flexibility of building structure will be important for legacy issues.</li> <li>- Bowerings Mill, The Docks - Allocated site for redevelopment. Currently relocation of existing employer held up by infrastructure issues serving new site. Mill redevelopment would suit flatted development. Flood zone 3a. Would suggest that single bedroom flats could be constructed with a view to future reconfiguration to 2/3 bedrooms when no longer required for temporary accommodation.</li> <li>- Land at Monmouth Street - Allocated site, previously cleared. Flood zone 3a. Close to town centre and limited constraints. Would suit some flatted development. Redevelopment delayed because of economic climate. Interim use could bring site forward earlier. Again opportunities for flexible build and later reconfiguration match housing type and size profiles.</li> <li>- Former Bigwood and Staples, Church Road - Cleared site, redevelopment delayed as a result of economic climate. Would suit flatted development. Flood zone 3a. As above flexible build could be appropriate.</li> </ul>	88440-3-0		/		



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
S.Notaro Holdings Ltd	Consultee with an Interest in Land at Stage 1 Only	Stage 1	The A3 plan shows the land at Huntworth, where we are currently developing our Holiday Cottage and Hotel Complex, together with a Golf Course. Those areas are coloured yellow and light and dark green respectively. We also own approximately 80 acres of land on the opposite site of the Bridgwater to Taunton Canal, which we feel may be well suited for development as a caravan park, since it would link in with our current project. Again we enclose an identification plan.	8761-3-624			/	
Bridgwater College	Consultee with an Interest in Land	Stage 1	We would consider an option for the development of a 120 ensuite residential resource on the College's land with access and egress ideally onto Chad's Hill although Rodway egress/access could be considered with appropriate safety measures introduced. The benefits longer term would be for additional/replacement residential accommodation for the College.	8774-3-6747			/	
Bridgwater College	Consultee with an Interest in Land	Stage 1	We are prepared to explore with EDF the possible use of accommodation at Priors Lodge, although this would need to be replaced with additional accommodation possibly through the refurbishment of the Amory Block or accommodation in Cannington Court itself. Alternative replacement accommodation could be provided through the purchase and refurbishment of Cannington House which is currently owned by Brymore School, as dormitory accommodation for Year 11 students. Ideally this development would form part of a larger development of Cannington Court as an HE Leadership and Management Training Centre with a particular focus on bespoke training for the Nuclear Industry and its supply chain, although it would also be of interest to other employers in the area. This development currently forms part of the wider Somerset County Council led University Partnership Project and would provide a residential centre for the delivery of leadership and management training at Supervisory/Higher Education and Postgraduate level.	8774-3-7563	/			
Summerfield Developments	Consultee with an Interest in Land at Stage 1 Only	Stage 1	Further to our letter of 18 December 2009 regarding the potential site for accommodation land park and ride ref: WIB-B and a recent article in the West Somerset Free Press, we thought it may be worth bringing to your attention the land we have under option in Minehead. I am sure you are aware of the local support from the Minehead business community for the worker accommodation to be located in Minehead. We have an option to purchase 30 acres of land east of Seaward Way at Minehead and would be prepared to consider this for your needs to provide parking and accommodation appropriate to your needs.  We have promoted this land through the local SHLAA process and enclose a plan of the site in question.  If this site is of interest to you, please do not hesitate to call if you require any further information.	8779-3-130		/		
Tractivity 698	Public	Stage 2	4. Any other ideas or comments?  The economic benefits could be better shared around the area by bringing unused accommodation in Highbridge into this strategy.	9458-3-1565	/			

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Tractivity 738	Public	Stage 2	4. Any other ideas or comments? Why not a floating hotel near Hinkley? They would then be on the spot and this would cut out the need for travel on the already congested/narrow highways?! There must be some cargo vessels/passenger liners which could be converted for the purpose? Or even ferries?! These could be utilised by the introduction of my M5 Junction 23A near to Innovia?!! (Off the A372()) to be created!! A short journey to my proposed rail link near Junction M23	9496-3-1606		/		
Tractivity 792	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I personally welcome the news that a new, modern, efficient reactor will be built to solve our future energy needs as I don't agree with covering all our green space with wind turbines, which are unsightly and appear to be inefficient and unreliable. Several reactors around our coastline, safely contained in such a way as to prevent, for example, terrorists crashing aeroplanes into them would be far better - just look at France and their nuclear programme (87% of power from nuclear, I think it is)! However, with the decommissioning of Hinkley "A" could these existing buildings not be refurbished to accommodate a new reactor and turbines, and likewise when "B" is due for decommissioning, in addition to the third "C" reactor? This would almost certainly satisfy the energy demands of most of the south and provide more badly needed local employment.	9550-3-6392			/	
Tractivity 812	Public	Stage 2	2. Any other ideas or comments?  we as a company would like to talk to edf about the settlement for the construction staff, as we are interested in building and operating the facilities	9570-3-572			/	
Tractivity 823	Public	Stage 2	4. Any other ideas or comments?  The proposed campus on site is not necessary, is a blot on the landscape, and an increase of more than 5% of the population CANNOT be absorbed. You will have enough workers living nearby to allow for sudden increase in staffing arrangements should that be required.	9581-3-1875	/			
Tractivity 833	Public	Stage 2	4. Any other ideas or comments?  What happened to siting temporary workers in existing accommodation in Burnham area and using the jetty and fences? Why no Junction 22 park and ride?	9591-3-1528			/	
Tractivity 836	Public	Stage 2	4. Any other ideas or comments?  We have a vacant holiday let as part of our garage. it consists of a bedroom and double bed, basin and shower and toilet leading off. A kitchen/sitting room with night storage heater, gas cooker, microwave, toaster but no washing machine. Colour TV and radio. Room to park one car. (Personal information removed)	9594-3-1543			/	

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Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? Why not accomodate all the workers at ?C? site and alleviate the need for all these buses to transport them to work.	9597-3-6153			/	
Tractivity 844	Public	Stage 2	4. Any other ideas or comments? I believe that campuses in Bridgwater makes sense as it is the largest town near Hinkley point, but that the site at Hinkley Point should be used. As to Park and Ride sites these should be sited away from the villages so as not to inconvenience the local population with noise, light and air pollution. alos has any consideration been given to some accomodation at Taunton and larger towns than Bridgwater? This would spread traffic and transport across a larger area.	9602-3-2389		/		
Tractivity 844	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Whilst i agree that workers are based at Bridgwater is a good idea, perhaps Taunton should also be considered. The idea of park and ride is good in theory but these sites, slong with any other sites that may be required should be placed away from villages and built up areas if they cant be accomodated on site. I believe a docking site is not impossible at Hinkley Point and should be seriously considered. An alternative could be the commercial docks at Dunball which would also with a road put in on the Northbank or side of the Parrett take all traffic from the motorway aswell as the dock away from all built up areas.	9602-3-9037		/		
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We have enough stress in Shurton, we want no camp here putting pressure on local lives. In France you do not need a camp on site, so why here? Put all the workers in B/W. We live in a ?pleasant rural location? and that should be considered and respected. As (Personal information removed) has quoted for Cannington and de-camped for them. NO CAMP AT HINKLEY POINT.	9604-3-1929		/		
Tractivity 915	Public	Stage 2	1. Any other ideas or comments? Campsite should be on North of Hinkley C site. EDF needs to negotiate use of vacant Hinkley A site.	9673-3-129	/			
Tractivity 915	Public	Stage 2	2. Any other ideas or comments? See comment 1	9673-3-486		/		
Tractivity 915	Public	Stage 2	9c. Any other ideas or comments? Build campus North of site or on negotiated part of ?A? station	9673-3-5154			/	

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Tractivity 929	Public	Stage 2	4. Any other ideas or comments? Live off shore on boats and on site	9687-3-1486		/		
Tractivity 934	Public	Stage 2	9c. Any other ideas or comments? Unless this can be built away from the villages -eg on the old Hinkley A site	9692-3-5462		/		
Tractivity 936	Public	Stage 2	3. Any other ideas or comments? Permission to build a new powerstation is a done deal. A sensible solution to all the problems is to build a house campus at Dunball for the workforce, use the M5, A38, railway, and use Dunball Wharf and build a bridge across the Parrett.	9694-3-1377		/		
Tractivity 936	Public	Stage 2	4. Any other ideas or comments? There are large amounts of land at Dunball suitable for all the building of campus accomodation. The building of accomodation at Hinkley Point for the site workers is unacceptable. 700 testosterone, single young men living in close proximity to the residents in the villages and hamlets scares the shit out of much of the community, it will be like 10 years of the wild west. Rapes burglaries, criminal damage, even murder, fights, etc will be commonplace and EDF I understand are proposing to fund one police constable and one community beat officer - what a laugh, get real! The answer is a fully manned police station 24/7!	9694-3-2211		/		
Tractivity 937	Public	Stage 2	4. Any other ideas or comments? The siting of an accomodation block ?on-site? is totally unsatisfactory. The impact of any large accomodation block will be problematical. The plan to use b&b and rented cannot be a good plan for the tourist trade. The areas outside Bridgwater near the Dunball Wharf are better options. To have 700 unoccupied males in one place will have a terrifying impact on our village and its hamlets. Stogursey was known as the 'Wild Wes' when Hinkley Point was built in the 50s and in the 21st Century it will be worse - I fear for residents.	9695-3-2136	/			
Tractivity 972	Public	Stage 2	5. Any other ideas or comments? This argument is clearly untenable. Obviously most of the construction materials should arrive by sea and have you considered accomodating workers on ships moored in the channel close to the site. Ten years is a long time for ?temporary? increased traffic.	9730-3-2362	/			
Tractivity 993	Public	Stage 2	9c. Any other ideas or comments? How about an accomodation ship moored offshore.	9751-3-5144		/		

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Tractivity 1020	Public	Stage 2	<p>Dear Sirs,</p> <p>I wish to refer to the meeting held at Williton on 23rd September 2010 in particular a common theme; this being the apparent coordination of accommodation.</p> <p>I was present at this meeting in my capacity as a (Personal information removed); however I am also a (Personal information removed) and my experience would suggest risk transfer by EDF for such coordination.</p> <p>Accordingly I would like the opportunity to tender for this type of service. Here I envisage a web site that EDF can refer anyone to requiring contacts for accommodation, food, hospitals, dentists, pharmacies etc.</p> <p>Such a web site can easily be expanded to include labour contractors and even links to things to do in the area as well as forming part of the enquiry documents issued to major and sub contractors for the site.</p> <p>Please let me know if such a service may be of interest to you.</p> <p>Regards (Personal information removed) Se</p>	9778-3-1523		/		
Tractivity 1030	Public	Stage 2	<p>9c. Any other ideas or comments?</p> <p>MOST DEFINITELY NO! Use free space at Hinkly A. Alternatively why do you not acquire a redundant cruise liner and beach it temporarily at Hinkly Point. You could accomodate 700 on that and you would have all the infrastucture in place. This would save the cost of building a land based hostel and having to supply all the necessary sewage treatment, water supplies etc.</p>	9788-3-5933			/	
Tractivity 1148	Public	Stage 2	<p>9a. Any other ideas or comments?</p> <p>Bridgwater is where all the accommodation should be sited</p>	9906-3-6141	/			
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>I think workers should be accommodated on ships. We do not want them here.</p>	9928-3-8533		/		
Tractivity 1188	Public	Stage 2	<p>9c. Any other ideas or comments?</p> <p>Keeping temporary workers accommodation away from existing tourism areas is essential. Is it not possible to moor an accomodation ship with direct access to the worksite?</p>	9946-3-5081		/		
Tractivity 1210	Public	Stage 2	<p>9a. Any other ideas or comments?</p> <p>Buy all the Innovia site and use for one large camp</p>	9968-3-4163		/		

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Tractivity 1210	Public	Stage 2	9c. Any other ideas or comments? One large campsite at the Innovia site with a bypass from Dunball to Combwich	9968-3-4519			/	
Tractivity 1341	Public	Stage 2 Update	A central register or 'exchange' point would help both those people with accomodation to offer and those in need of it	89607-3-246			/	
Tractivity 1344	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	As far as possible workers should blend into the local community. As a lot of members of the local community now wish to leave the area, many proerites are up for sale, especially in Combwich. EDF should buy these properties to ease the plight of the village and to provide accomodation for the workforce. Any attempt to work TOGETHER with local communities would be better than working against them.	89610-3-457			/	
Tractivity 1375	Public	Stage 2 Update	The number of workers on site is still too high and the hostel is still not wanted. There are other options which should be used such as Paddons in Stogursey	89641-3-71		/		
Tractivity 189	Public	Stage 1	4. Any other ideas or comments? Why build accomodation at Cannington and Williton, obviously whoever thought of these proposals has never been to the area and seen for themselves what the roads are like. It would make more sense to build a road from Dunball, M5 J23, across the River Paret towards Hinkley Point. The A39 between Cannington and Bridgwater is a red route with several bad accidents in the past few years, having all the extra traffic on that road is likely to cause more accidents.	8905-3-947		/		
Tractivity 264	Public	Stage 1	4. Any other ideas or comments? Accomodation should be as near to the M5 motorway as possible. The A39 & A358 roads are both designated as red routes making them exceedingly dangerous roads both roads are liable to be become impassable because of flooding in times of persistant heavy rainfall it would therefore make sence to keep hostel accomodation as close to the site & motorway as possible.	8953-3-905	/			
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous. The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful. To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.	8968-3-1993		/		

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Tractivity 292	Public	Stage 1	<p>4. Accommodation</p> <p>Box ticked: Not Satisfied at all</p> <p>4. Any other ideas or comments?</p> <p>The process so far has been arbitrary and non-consultative about the widest range of options. EG:</p> <p>1. Why these location options and no others?</p> <p>2. Why NO information about consultation process in Williton? No flyers to all households, no prominent advertisements, no timely local paper coverage. Danesfield School presentation on 05.12.09 was only known about because a private individual found out and publicised it on telegraph poles.</p> <p>3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!</p>	8980-3-1183	/			
Tractivity 295	Public	Stage 1	<p>Your proposed workers campus and freight handling facilities at Can A site would be disastrous for Cannington Village. In the summer months the A39 is solid with holiday traffic going to and from Minehead and Exmoor area. Your site at Can A would just ass to the already heavy volume of traffic on this stretch of the A39, causing yet more vehicles to cut through the village</p>	8983-3-3042	/			
Tractivity 302	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>My great fear is 'off duty' workers looking for entertainment, -siting large groups near the villages is not a good idea.</p> <p>There are huge housing estates being built on the southern side (Willstock and Dawes Farm) Bridgwater, there are plans for houses along the A39 where the cellophane/plastics factories were. These sites would be large enough and more suitable.</p> <p>The houses/flats could then remain as dwellings.</p>	8990-3-3222	/			
Tractivity 315	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>WHy has Nether Stow, Holford, Kilve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustructure will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.</p>	9003-3-2021			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 382	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation needs to be as near to the site as possible, without overwhelming villages.</p> <p>Has Taunton been considered?</p> <p>Cannington and especially Bridgwater and Taunton have more facilities to deal with the large number of mainly single males. Also the future use of buildings eg as student accommodation or hotels etc is more certain in the larger towns. Williton has no need of student accommodation nor another hotel. The Williton east site is not suitable for care home etc., due to lack of public transport.</p> <p>The use of some local tourist accommodation sites which would like to expand eg Court Farm, Donniford, would be much more of a long term legacy to benefit the area by encouraging tourism after construction phase is complete.</p>	9347-3-2971	/			
Tractivity 402	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>All accommodation should be on site or off shore in oil rig type housing or by using redundant cruise ships moored at proposed jetty or use old factory site at puriton for all needs using existings rail link which should be extended next to the Huntspill River to a new Wharf of bridge a rail link would transport all personel and construction loads or off load from reailway and use Huntspill river and Parret as Canel.</p>	9085-3-882	/			
Tractivity 415	Public	Stage 1	<p>8. What do you think of our proposals for the use of Combwich Wharf?</p> <p>A wharf could be built at the site, and perharp a few old cruise liners or car ferrys could be used to accomodate construction workers, and be moored alongside.</p>	9097-3-3369		/		
Tractivity 422	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation for previous Hinkley developments was centred on Stogursey, much against the residents wishes. I notice that this area does not come into current considerations.</p>	9104-3-2266		/		



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Tractivity 485	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am against the proposal to accommodate up to 200 workers in Williton. I feel this would have a detrimental impact on the village and can see no "long term benefits." A former hotel in Williton closed and had to be made into housing - I see no reason to think Williton will require another. I feel that Williton would not easily accommodate 200 male workers and I imagine they would look to Minehead or Taunton for entertainment so why not accommodate them there? The site ear marked to the East of Williton I consider unsuitable as access is poor and might even be dangerous. I imagine the associated traffic from the enormous park and ride facility would then have to negotiate its way through already congested roads, the village centre to gain access to the Bridgwater Road. What would be possible use of this park and ride facility at the end of the construction? I cannot see a use. What percentage of local people will be working at Hinkley and living in the proposed campus accommodation? How do EDF intend to police</p>	9357-3-1970			/	
Tractivity 486	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation for contractors should only be available in bridgwater. Cannington is already going to be significantly affected. Many cannington residents work out Hinkley Point and have seen how the contractors behave. The MAJORITY of contractors drink after work daily and residents have seen first hand how they treat the village and its residents. They have little respect and can behave in an intimidating manner. I would not be happy for my children to walk around the village knowing that 350 men who travel all around the country, live here. It would be a far more unsafe environment.</p>	9161-3-914	/			
Tractivity 486	Public	Stage 1	<p>No accommodation should be made available in cannington apart from B&amp;Bs and privately rented flats. the village is already going to suffer enough. Build accommodation near another village or even better, bridgwater. The amenities are there to accommodate them and transport to Hinkley is still easy</p>	9161-3-2735	/			
Tractivity 488	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>I do not wish to see a new nuclear power station, and therefore I do not wish to put up with any increase in transport and movement of vehicles inthe area.</p> <p>I am EXTREMELY concerned at the prospect of hostel accommodation in the area. I strongly believe that there is a conflict in the messages being given to the local residents: on one hand we are being told that the construction of a new power station would provide lots of employment opportunities for local people, yet on the other hand hostel accommodation is needed for approx 700 people. If the construction is truly going to be done by 'local' employees, then NO hostel accommodation will be required at all. I do not believe EDF's claims to increase local employment.</p>	9358-3-1424	/			

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Tractivity 488	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As already stated, I do not want to see any 'temporary accommodation' facilities for construction workers.</p> <p>Having seen the social devastation caused to Stogursey and its inhabitants when there were workers living in/near the village during the construction of the existing power stations, there is no way I want to see a repetition of this. The social impact (mostly negative) has endured for years after the construction was completed.</p> <p>If I was a parent of a residential student at the college in Cannington, I would be appalled at the prospect of up to 120 construction workers living in such close proximity to the college accommodation.</p>	9358-3-3339			/	
Tractivity 526	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodating workers in a rural village (Cannington) where there is already a young student population will attract social problems. The village's community will be adversely affected by the increased number of temporary residents. Bridgwater can offer more amenities for their leisure time and easier access to the cities of Bristol and Exeter. As a resident of Cannington I do not want our village community spoilt in this way.</p>	9197-3-2283			/	
Tractivity 531	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Obviously a new power station is a necessity for the future but the possibility of a workforce housed here is not an option. Why travel all that distance. What has happened to the time and motion study?</p>	9201-3-3695	/			
Tractivity 536	Public	Stage 1	<p>11. Any other comments?</p> <p>Why don't you investigate the site called Langford Mead in Norton Fitzwarren which already has planning permission to build but the builder can't afford to do so. This site does not affect houses and also has commercial units already placed on it. It is also between the Taunton and Wellington motorway junctions.</p>	9206-3-3890	/			
Tractivity 545	Public	Stage 1	<p>If a policy of consolidation is to be pursued then EDF should consider entering into a long term contract with Haven Holiday Homes at Doniford - this provides the infrastructure to accommodate up to 200 workers and is close to both Watchet and Williton. Minimal road improvement between Doniford and St Audries* will provide a direct road link and avoid impacting the roads in williton.</p>	9214-3-2542		/		

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Tractivity 546	Public	Stage 1	Workers from Exmoor would just as easily drive to location such as Bishops Lydeard where no problems exist for establishment of park and ride.  Alternatively if only small numbers employed from the Western regions Nether Stowey would be a better location for accommodation, nearer site and associated park and ride.	9215-3-2210		/		
Tractivity 548	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Kent ex-cruise ship anchored at or as near as possible to Comwich Wharf. Providing on board health, entertainment and accommodation with minimal disruption to proposed sites suggested.	9217-3-1991		/		
Tractivity 570	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  As a former Caravan park owner, who used to have Hinkley contract engineers stay for extended periods, I think you accomodation dept. could active approach local parks to take up their lack period of accomodation. This also applies to hotels and B&B's. Many parks have 12 month operating licence these days, so could accomodate throughout the year.	9239-3-5618		/		
Tractivity 668	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Private accommodation is OK, provided it does not adversely affect tourism. (Personal information removed) is going bankrupt. There is great scope to help the owner and solve your accommodation problem. It would involve minimum use of the A39. (Personal information removed) is also a possiblilty- same owner.	9331-3-2956	/			
Tractivity 50890	Public	Stage 1	I would be very interested to know the 'site selection criteria'. It surprises me that the land to the North of the 'Eastern Site' was not considered as an option, for the park and ride if not for the residential accommodation. This land which, although lying on the flood plains, has never flooded, and would seem the most suitable for a park and ride, subject to certain limitations, viz:  - light pollution would need to be minimised.  - The surface might need to be restored to pasture, or sporting ground.  - Highway access might need to be improved by a road from the A39 to join the A358 (in effect a North South Relief Road).	9395-3-2324	/			
Tractivity 60794	Public	Stage 1	(Personal information removed) called to voice his problem with the accommodation in Williton. He said he remembered flooding in that feed and that it should be looked into. He felt there should be an alternative option.	9401-3-0			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62227	Public	Stage 1	<p>Temporary Accommodation at Hinkley Point</p> <p>We have previously suggested that you consider siting a cruise ship alongside your temporary pier and Cooling tunnels at Hinkley point itself- this would provide temporary accommodation of various levels to suit all calibre of single workers from 'director' level to 'labourer' and would minimize carbon footprint related to daily work travel and negate the need for campus in any other locations. (Personal information removed) stated at the Sampford Brett meeting that this would be unacceptable on an environmental level therefore we request details of your research documents and data which supports this statement? There was also Government announcement this weekend about a wind farm to be located in the Bristol Channel - Why would the temporary mooring of a cruise ship cause more environmental damage than this? We request that you provide an assessment showing the difference in environmental impact re the cruise ship being temporarily located at Hinkley point versus the environmental impact of new build and carbon footprint of workers travelling to site daily by motorized vehicles or of construction of wind farm?</p>	9436-3-4492	/			
Tractivity 62508	Public	Stage 2	<p>Both West Somerset Council and Sedgemoor District Council, have areas identified for future housing development.</p> <p>Small "pockets" of house building along the A39 corridor would negate the need for campus accommodation, and leave a lasting legacy for the host community.</p> <p>This project would be sustainable. Each small town or village could have from 6 to 200 houses of varying design, depending on the size of the town or village.</p>	10098-3-9012		/		
South Somerset Council	Local Authority	Stage 2	<p>South Somerset has a need to grow and provides in the LDF a commitment to an ecologically sound urban extension with 5000 new homes. Providing support for off or on site renewable energy will create sustainable homes that will support the EDF needs. It is our view that EDF could think imaginatively about using resources to help kick start this development by financing the work required for integrated heating and power in the eco extension. South Somerset has an Eco Demonstrator project that is building the country's first commercially available Code 6 house. Further EDF support of projects such as this will have mutual benefit.</p>	10210-3-4618	/			
Bloor Homes Ltd	Non-Statutory Consultee	Stage 2	<p>The use of part of this site for temporary housing (on an area previously planned to accommodate approx 400 permanent homes) will have implications for Sedgemoor and the ability to provide for the District's permanent housing needs. Sedgemoor will clearly need to address this issue in the emerging Core Strategy. Fortunately, Willstock Phase 3 has the ability to provide a similar level of permanent dwellings to replace those lost to Hinkley Point at the Innovia Site. Bloor Homes has the ability to deliver these in the short term to meet Bridgwater's housing needs.</p>	10269-3-3605		/		

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Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	NHS land, currently earmarked for a new community hospital (at some future date), is available near the proposed Bridgwater College campus for a "land swop" should a hospital development on the Innovia site be of interest to EDF and could provide additional accommodation or investment land.	10271-3-7557		/		
Tractivity 62469	Public	Stage 2	nn) Site most migrant workers at the Hinkley Point site complete with underground car parking well back from the villages. Put them in additional temporary accommodation, increasing/decreasing units as required and anchor an accommodation ship off-shore, a luxury liner accessed by hovercraft if necessary, so that they don't take away tourist accommodation or burden Bridgwater. Trying to integrate such large numbers in Bridgwater etc. is futile so you should make much more effort to meet their needs on site which means providing more in the way of leisure and outings to a variety of large towns and support in general. There is a risk they will just wander out to the pubs in closest proximity when not working which must not be allowed to happen, as it will over-burden those little communities. There is a distinct lack of imagination in your plans and disregard for both the welfare of the local populations and your workers.	89471-3-2866		/		
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	An alternative housing strategy based on permanent housing that contributes to local regeneration priorities is preferred.	89185-3-4478			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consideration has been given to alternative sites however EDF Energy has not identified reasons why alternative, more distributed sites are unsuitable. It is understandable that the project promoter must pursue cost efficient solutions for development however this cannot be at the cost of quality of life and a sustainable economy for communities affected by the development. A more dispersed approach to accommodation provision across Bridgwater and West Somerset must therefore be pursued.	89307-3-4429		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities are in the process of establishing an alternative accommodation strategy that seeks to provide a broader distribution of accommodation in Bridgwater and West Somerset.	89416-3-2895		/		
Tractivity 62906	Public	Stage 2 Update	My partner and I were very interested in selling our property to you as accommodation for your staff. We felt this would be our only option. We do not want to claim compensation from you if the opportunity arises however feel we may have to in order to gain the cost back of the negative effect on our property's value.	89661-3-2218			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
West Somerset County Council	Local authority	Stage 2 Update	In simple terms the answer to all of these issues is, in our view, investment in new local housing. Our Council has suggested three sites in West Somerset, two of which have planning permission already (in Watchet and Stogursey) and one that, we understand from your team, offers a reasonable investment prospect (in Williton). To facilitate EDF receiving planning permission for the site in Williton, we have published two draft documents, our Joint HPC Supplementary Planning Document and our Williton Masterplan, which both seek to provide you with certainty.	89734-3-3537			/	
Mendip District Council	Local authority	Stage 2 Update	The Core Strategy identifies strategic scaled housing provision at Street which could accommodate the additional demands generated by the EDF proposal (directly or indirectly) and in light of demands further land releases may be appropriate through future Site Allocations; however there is an urgent need for greater detail on housing numbers from EDF to allow us to adequately assess the implications.	89738-3-1193		/		
Nether Stowey Parish Council	statutory consultee	Stage 2 Update	2.4 The Parish Council reiterates its submission, made in its responses to both the Stage 1 and Stage 2 consultations that it considers Nether Stowey is capable of absorbing a modest residential development linked to Hinkley Point C,	89752-3-4007		/		
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	For the reasons set out above, plus the evident and reasonable expectations of the District Council and its partners that the EDF proposals should offer a legacy of permanent and/or affordable housing, Hallam Land Management considers that there is substantial potential to develop the accommodation strategy being pursued by EDF by making specific proposals in relation to a permanent accommodation. North East Bridgwater is perhaps the most appropriate opportunity to explore a specific proposal and Hallam Land Management invites EDF to bring forward proposals for supporting the delivery of future phase of housing within the North East Bridgwater development.	89772-3-13479		/		
NHS Somerset	Non-statutory consultee	Stage 2 Update	NHS Somerset notes consideration being given to provision of more permanent housing, to be occupied by project workers in the short term before being handed over to registered social landlords on completion of the construction phase. Any such developments should include a s106 agreement contribution to health care provision in the planning consents.	89773-3-2551			/	

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David Wilson Homes	Consultee with an interest in land at Stage 1	Stage 2 Update	<p>1.1 David Wilson Homes (DWH) control land at Bristol Road Bridgwater. This is a significant land area which includes land owned by Sedgemoor District Council and Bridgwater Town Council and includes the former Bridgwater Cattle Market site.</p> <p>1.2 DWH have entered into a legal agreement with the other land owners to bring forward a comprehensive redevelopment of the area which includes brownfield land, underused playing fields and allotment areas.</p> <p>1.3 The proposals are at an early stage but will deliver significant new residential development, improved recreation facilities and other community benefits.</p> <p>1.4 The area is identified in the Strategic Housing Land Availability Assessment (SHLAA) as a major opportunity area that can contribute to the housing needs of the town in the period to 2026.</p> <p>1.5 Masterplanning work on the site is underway, with the intention of submitting planning proposals in 2011.</p> <p>1.6 Part of the area - the former cattle market site was included within the search areas at the Stage 1 consultation as sites BRI-B. This option was not part of the original Stage 2 consultation nor included in the latest, Preferred Proposals.</p> <p>1.7 DWH continue to consider that in omitting the cattle market site from Stage 2 there is a missed opportunity to bring forward regeneration of the area linked to the Hinkley proposals.</p>	89778-3-491			/	
David Wilson Homes	Consultee with an interest in land at Stage 1	Stage 2 Update	<p>1.8 Further, concurrent with the further Stage 2 Consultation, Sedgemoor District Council are consulting on a draft Supplementary Planning Document (SPD) related to the Hinkley proposals.</p> <p>1.9 In that document the cattle market site and surrounding area - BRI-B - are identified as an accommodation area. It seems there is a difference in approach between EDF and the Council in the recognition of the merits of the site.</p> <p>1.10 This anomalous position and conflict between the SPD and the EDF document and proposals needs to be rectified and the BRIOB site included in the Preferred Proposals.</p> <p>1.11 This decision should in DWH's view be re-examined as detailed below</p>	89778-3-1861		/		
Halberton Poultry Ltd	Consultee with an interest in land	Stage 2 Update	<p>We would be only too pleased to open discussions for any land required to facilitate your planning application.</p> <p>It may be of interest to note for future, or current, reference that the Claylands Corner Farm site holds current B2 general industrial planning, and has a dwelling on site.</p> <p>I believe for a previous planning application, there was talk of using the space for temporary accommodation.</p> <p>We look forward to speaking soon if there is a mutually beneficial way to progress.</p>	89784-3-228			/	

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2	Comments received under the EIR from the IPC	Stage 1	In view of the traffic issues on the A39 consideration ought to have been made regard the best and most sensible course which would be straight across the flat lands from the A38 at Dunball close to J23 of the M5. Then the entire infrastructure such as accommodation, park & ride etc could be housed in the same vicinity. This may appear to be a large operation; however it would be centralised and be offset by not having to put in place a number of smaller alternatives, and therefore exacerbate existing traffic problems as well as upset several communities.	89791-3-2831			/	
16	Comments received under the EIR from the IPC	Stage 2	According to reports, Highbridge, Burnham and Weston are begging EDF to establish their campuses close to these locations. Bridgwater and South West do not want them. EDF refuse to listen to public opinion.	89805-3-3927			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	The money proposed to be spent should instead be used to develop clusters of accommodation, supported by new or updated leisure facilities, in the surrounding towns and villages.	89872-3-6901		/		
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.8 [5.3.3] There are several developments which EDF could kick-start to provide accommodation, including the remainder of the Paddon's Farm development in Stogursey which already has planning permission. This could provide multiple occupancy housing which can then be sold or rented as family housing at the end of the project.	89872-3-8502		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils seek to accelerate discussions around whether these could be located in settlements where they could provide permanent legacy benefits, as outlined in the Councils draft HPC SPD and as advocated by the local community.	89873-3-18840		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Because there are better solutions available than building temporary build complexes for workers in single concentrated locations impacting on vulnerable communities.	89885-3-13989			/	



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Exmoor National Park Authority	Local authority	Stage 2 Update	Another significant concern is that with a temporary and transient workforce it is expected that there will be a significant number of workers seeking to find the very cheapest accommodation in order to maximise cash available to send back to their families. There is a very real likelihood that there will be a series of unauthorised residential developments, such as sheds, conversion of farm buildings, caravans, mobile homes, taking place. Such off site matters are beyond the control of EDF but will be a consequence of the development and the very high demand for accommodation. As the National Park is relatively close to Hinkley Point, yet also remote with many of its sites, it will take many resources to track down and deal with these unauthorised residential uses. Protecting a nationally important landscape is a vital task and this will be an ongoing and extra cost to the National Park Authority throughout the extended construction period. EDF should provide a funding stream direct to the National Park Authority to ensure that it has the resources to investigate and deal with the unauthorised residential developments so that this element of the impact on the special qualities of the National Park from the Hinkley Point C development can be minimised.	89736-94-6519			/	
Tractivity 292	Public	Stage 1	3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!	8980-881-1239	/			
Tractivity 542	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  3. We don't need a badly planned, badly designed, cheaply built hostel left at the end of the day with acres of tarmac.  Question 7(a) - "Wrong side of village"(South) and "Preferable. Closer to site" (North-West).  Question 7(b) - "All the wrong side of Bridgwater. All traffic to site will have to go through the town."  Question 7(c) - "Again - the wrong side of Bridgwater."	9211-575-2920	/			

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Highways Agency	Statutory Consultee	Stage 1	The Agency supports the principle of accommodating employees within Bridgwater providing that sustainable options for transport are provided between Bridgwater and the Hinkley Point C site,	88860-7-17271			/	<p>Issues raised by consultees in this topic area include:</p> <ul style="list-style-type: none"> <li>the need to focus campus accommodation at Bridgwater rather than in villages such as Cannington and Williton;</li> <li>possible alternative sites within Bridgwater such as the Cattle Market site;</li> <li>the opportunities on the Bridgwater and Albion Football Club Site (Bridgwater C)</li> <li>whether recreation facilities should be included;</li> <li>the ability of the workers in campus accommodation to assimilate with the surrounding area; and</li> <li>the possibility of using the accommodation afterwards for affordable housing.</li> </ul> <p>For an account of why EDF Energy focused its campus accommodation on the Hinkley Point C (HPC) site and in Bridgwater rather than in the surrounding villages, the reader is referred to the Accommodation - Impacts - Impacts (local) response.</p> <p>Bridgwater is considered a suitable location for campus accommodation as it is the principal urban area closest to Hinkley Point. The town is served by two junctions of the M5 motorway and is well placed to absorb large numbers of construction workers, with a large population and a good range of services. It is also a focus of economic and housing growth in the area.</p> <p>The former Cattle Market site was considered as a possible location for an accommodation campus at Stage 1 and Stage 2 of the consultation process but was dismissed due to practical and cost issues which are explained further in the Accommodation Strategy.</p> <p>The Bridgwater A accommodation campus site is located to the north east of Bridgwater town centre and incorporates a previously developed site, known as the former "Innovia" site. This site is considered suitable for an accommodation campus of 850 bedspaces as it is located on brownfield land, is close to the centre of Bridgwater, is of sufficient size to allow for a significant development and previous planning decisions have supported the principle of development of this land. Much of the site in question is subject to ground contamination and would require remediation. As explained, whilst the site benefits from planning permission for residential development, it forms part of the much larger North East Bridgwater development which is planned to be developed over a number of years.</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	In brief, these include the rationale / catchment for a 200 capacity accommodation campus at Cannington South being absent; and the rationale for a freight consolidation centre at Cannington South also absent. In particular, there is limited information on what this location offers that is not available next to the M5 J23 or J24 at Bridgwater.	88190-7-3520	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	In contrast, Bridgwater has the capacity to absorb construction workers and greater availability of brownfield sites where regeneration is actively promoted. As the settlement that offers the greatest access to services and facilities within the district and as a town already earmarked for significant growth through the Regional Spatial Strategy, it represents the greatest opportunity in Sedgemoor for accommodating associated development in the most sustainable way. The Core Strategy Preferred Option SS1 proposes that Bridgwater should be the focus for the District's housing and employment growth that will contribute to the delivery of the transformational town wide regeneration strategy.	88290-7-1623			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Should it be found that there is a higher proportion of migrant workers than currently expected, despite efforts to maximise opportunities for locally based construction workers, the Councils' preference is for the majority of additional worker accommodation to be provided in Bridgwater. West Somerset Council would also be willing to investigate further construction worker accommodation options in Watchet and Minehead.	88300-7-380	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Of the four search areas set out in the consultation document, it is the initial view of Sedgemoor DC that search areas BRI-A, BRI-B and BRI-C are to be supported as potential locations for construction worker accommodation. An initial preference is expressed for campus development at BRI-B, the Cattle Market regeneration site, for the following reasons:	88420-7-4661		/		
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Further information is required on the demographic make up of households to be located in Bridgwater, so that health, education and other community infrastructure requirements can be assessed;	88430-7-2568	/			

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Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p><b>OPTION NO 1: RELOCATION</b></p> <p>This would be the total relocation of the rugby club, leaving the ground available for the College &amp; EDF to develop. It is anticipated that the club would need to have at least three full size pitches and other areas where youth teams could play. It could also involve including the Football Club and other sports in the development. The College have also indicated that they would wish to purchase the all the land from BARFC and lease it back to EDF for the duration of the construction.</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>- The whole club will be at one new location.</li> <li>- The club could link with other sports clubs to produce a 'hub based' sports centre.</li> <li>- Bridgwater College would be able to purchase additional land for future expansion and hence favour this option.</li> <li>- The club would receive a sum of money from the College, which if invested, could support ongoing revenue needs.</li> </ul> <p>Negatives:</p> <ul style="list-style-type: none"> <li>- Total ground relocation is a significant logistical challenge as any College Way EDF development is needed by 2013.</li> <li>- Club will need to be committed to relocate by end of 2011.</li> <li>- Relocation will move club further from the centre of Bridgwater and could reduce the local support.</li> <li>- Commercial generation of income could be limited</li> <li>- Loss of letting incomes from Bridgwater College.</li> <li>- Limited sites are available to achieve this (up to 25 acres may be required)</li> <li>- EDF is unlikely to need all the ground released by this and hence the finances may not add up.</li> </ul>	8750-7-6498		/		<p>Benefits from EDF Energy's development of the Bridgwater A site for campus accommodation would include land remediation, the potential to create serviced parcels of land and the facilitation of future development of the site for residential use in line with the Bridgwater Vision. EDF Energy would also develop new external sports facilities on the site which would be made available for the use of local residents as well as campus residents during its operation.</p> <p>The Bridgwater A campus would be developed with good quality supporting amenities and facilities for the use of construction workers. Design development since the Stage 2 consultation has ensured that it is more outward looking and complements its surroundings. In addition to the accommodation units, the development would include an amenity building comprising communal dining facilities, a lounge and bars. A clubhouse with changing facilities and showers and external recreational facilities including a large sports pitch and two 5-a-side pitches would also be provided. These sports pitches would be available to be used by local residents. There would be a bus terminus to facilitate transfers to the Hinkley Point C Development Site.</p> <p>The Bridgwater C campus is a development of worker accommodation which is designed for potential longer term use after the power station construction has been completed. The location of the campus next to the existing Bridgwater College site gives it a potential as possible campus accommodation for students in future, subject to necessary planning permissions. Prior to its redevelopment as a 150 bedspace campus, the existing training facilities at the Bridgwater and Albion Rugby Club would be relocated. The Bridgwater C campus is very close to</p>

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Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p><b>OPTION 2: ADJACENT DEVELOPMENT</b></p> <p>EDF would take over the Football Club ground and the adjacent all weather pitch and build accommodation units on the area. The Football club could ground share with BARFC and a new Football club house could be built adjacent to the BARFC Grandstand.</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>- BARFC would generate income as landlords and additional bar revenue.</li> <li>- Bridgwater College income would be retained.</li> <li>- A strong argument could be made to convert 2nd team pitch to an artificial surface for use by College Football &amp; Rugby (This is very costly).</li> <li>- BARFC would benefit from ground improvements needed to meet FA ground rules. (Turnstiles and fencing etc).</li> </ul> <p>Negatives:</p> <ul style="list-style-type: none"> <li>- Fixtures for home matches may be difficult to coordinate (RFU &amp; FA).</li> <li>- There would be a high level of usage on the two pitches.</li> <li>- Bridgwater College would lose the all weather surface.</li> <li>- Compatibility issues might arise between all parties.</li> <li>- Locating the accommodation units adjacent to the main line railway would not be ideal and could affect scope of legacy use.</li> <li>- Football club could relocate separately excluding BARFC, if this transpires then the club would be forced down a commercial/retail redevelopment route.</li> <li>- It is probable that even with the Football club involved, the income provided would still be insufficient and the club would be forced down a commercial/retail redevelopment route thus closing off any future college development/expansion.</li> </ul>	8750-7-7989	/			<p>the Bridgwater A campus and this proximity enhances the ability to provide efficient bus services and to provide facilities which serve both sites.</p> <p>A number of respondents raised the issue of enabling campus residents to assimilate in the local area. To address this issue, EDF Energy explained in the draft Accommodation Strategy published alongside the Stage 2 Update consultation that part of the role of the Accommodation Office would be to promote community cohesion. It would do this, for example, by providing information about local events and facilities, such as religious buildings, to help workers to integrate into the local area.</p> <p>For a response to the points raised about affordable housing, the reader is referred to the Accommodation - Strategy - Affordable Housing response.</p>
Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p><b>OPTION 3: GROUND DEVELOPMENT (Preferred - see plan)</b></p> <p>EDF would be invited to take a lease on the 2nd pitch/car park and the main clubhouse. Accommodation units (+250) would be built on the pitch and the clubhouse would be remodelled to provide catering and recreational facilities needed to support workers. This could include capacity to support any more accommodation units that may be built on the Cattle Market site. (Ref BRI-B)</p> <p>In order to compensate for the loss of the BARFC facilities, a smaller interim clubhouse could be built on the south side of the grandstand. The smaller clubhouse could be a possible joint development with the Football Club thus enhancing their facilities whilst ensuring that the football ground was retained. This could include the provision of a small indoor area and extended gym for use by the construction workers and club. Various grassed areas around the ground would also need to be cleared and hard surfaced to compensate for the loss of parking. However the use of college</p>	8750-7-9464	/			

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			<p>parking facilities on match days may need to be negotiated. Ideally both new buildings could be of a low energy 'passive' design using locally sourced carbon sequestering materials. (i.e ModCell) This would help to reinforce the importance of sustainability and energy efficiency within the community.</p> <p>In addition, an out of town, rural site would be acquired to provide training pitches for use by the club. These would need some floodlights and changing rooms however a possible mutual venture with another club could be developed hence providing further infrastructure enhancements to another non-profit local sports club.</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>- BARFC would acquire a legacy commercial benefit (student/other accommodation) when the construction phase was complete which would generate income to support the club and ensure its future sustainability.</li> <li>- The college could have adjacent Student accommodation without loss of facilities. The buildings could be taken by the college as a whole on lease from the club or managed by Unite (a student accommodation facilities company) or equivalent on behalf of the club.</li> <li>- The accommodation would be close to the college bus terminus facilities.</li> <li>- The clubhouse could be used for conference/college use post construction again generating income for the club and a facility for the college.</li> <li>- The development would not close out any future college expansion plans.</li> <li>- Accommodation units would not be adjacent to main line railway.</li> <li>- Football club could gain from this and could potentially take over the smaller clubhouse at the end of the EDF lease of the current clubhouse.</li> <li>- Bridgwater retains a rugby ground with a grandstand close to the centre which could have its stadium facilities further enhanced if required in the future.</li> <li>- Bridgwater College would not need to acquire the BARFC ground.</li> <li>- The construction could be high profile example of a super-energy efficient housing project using locally sourced materials.</li> <li>- EDF would only need to negotiate with BARFC.</li> </ul> <p>Negatives</p> <ul style="list-style-type: none"> <li>- Bridgwater College see this as a development outside their direct control and hence have reservations.</li> <li>- Purchase of the land needed to provide additional pitches may be difficult.</li> <li>- Additional pitches would require laying, changing rooms and floodlights for training which could result in planning &amp; funding issues.</li> </ul>					

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Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p>OPTION 4 - EDF DEVELOPMENT REJECTED</p> <p>The EDF proposals are totally rejected by the club and hence any agreed development does not take place at the BRI-C search area.</p> <p>Benefits:</p> <ul style="list-style-type: none"> <li>- None</li> </ul> <p>Negatives</p> <ul style="list-style-type: none"> <li>- The club would opt to redevelop the ground for retail/residential use and thus future college expansion would be limited.</li> <li>- Club is seen not to support a key employer and this could impact future relationships with other stakeholders.</li> <li>- EDF may apply for a compulsory purchase order on the site anyway. This would mean that the legacy benefits ensuring sustainability would not be available to the club.</li> </ul>	8750-7-12864	/			
Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p>5. Development of Preferred Option</p> <p>As already stated by EDF in the Pre Application Consultation Documentation, the accommodation facilities should be built to afford the maximum legacy benefit to the town of Bridgwater. We believe that the development by EDF at the B&amp;A RFC site (Option 3) would provide this, with real benefits to the town in the hugely important areas of education, sport and health. There would also be a longer term, although incalculable, profile and revenue benefit to the town. This is because the development would provide increased national recognition for the rugby club, in having longer term financial stability and the capability of reaching higher national league positions. The college, being able to provide a high standard, eco-friendly, accommodation facility for students, would further enhance its already nationally recognised position as a quality educational establishment with genuine university status aspirations.</p>	8750-7-13484		/		

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Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p>The existing club house could provide multiple facilities for fitness, recreation and conference for the future. It also has the potential capacity to provide crèche facilities. All these facilities will be required in support of the growth in population and business in Bridgwater as well as for the club and college.</p> <p>All this would provide the Club with an ongoing revenue stream enabling it to sustain national league rugby as well as developing community sport facilities for the town and surrounding areas possibly in the form of an academy for South West rugby, in partnership with the college. Both the college and the rugby club provide health, fitness and sporting development for local and regional youth which could be further increased with added resources.</p> <p>An ongoing benefit to EDF could be the name associated with both local sport and education by linking the company name with the eco-friendly accommodation buildings and rugby ground as a benefactor / sponsor and in doing establish a positive link between the company and the town of Bridgwater and surrounding areas for many years to come. We strongly believe that this development at our College way site would provide real and ongoing benefits for EDF, Bridgwater and Albion RFC, Bridgwater College, the local youth and general sports enthusiasts, local business and the overall profile of the town far into the future.</p>	8750-7-15190		/		
Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	<p>The development of a third power station at Hinkley Point is considered to be a real benefit to local area and is supported by Bridgwater &amp; Albion Rugby Club. The inclusion of the Search Area BRI-C as a possible site for development of a campus to house construction workers, with a legacy use for the adjacent Bridgwater College to accommodate students or other uses, is also warmly welcomed by Bridgwater &amp; Albion Rugby Club.</p> <p>The Rugby Club has considered the EDF proposals and suggests that the preferred option described within this paper would be the most beneficial for the club. However we would be interested in discussing any other options, if the BARFC site was fortunate to be included within the Second Stage Consultation during 2010.</p>	8750-7-17162			/	
Landowner - Imperial (South West) Ltd	Consultee with an Interest in Land	Stage 1	<p>As a general point of principle, the proposal for Hinkley Point C is supported as is the proposal to provide accommodation for up to 500 construction workers close to the centre of Bridgwater on site BRI-B.</p> <ul style="list-style-type: none"> <li>- We consider the development of site BRI-B to be a sustainable option with then opportunity to provide a positive legacy for Bridgwater in the form of bringing forward a mixture of residential development types on the site.</li> <li>- We note that only part of our client's property is within proposal BRI-B as shown but we consider that the whole of our client's property may be relevant to the development of the site.</li> </ul>	8751-7-551			/	
Landowner - Imperial (South West) Ltd	Consultee with an Interest in Land	Stage 1	<ul style="list-style-type: none"> <li>- The property is subject to a lease to the tyre &amp; exhaust business.</li> </ul> <p>I attach a site plan showing the extent of my client's ownership outlined in blue and red.</p>	8751-7-1306			/	

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Hallam Land Management	Consultee with an Interest in Land	Stage 1	'In Favour' of "Accommodation for up to 500 workers at one of several campuses in Bridgwater, with potential long-term legacy uses including student accommodation, hotel or other".	8760-7-1493		/		
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Hallam Land Management would take the opportunity of this consultation to stress that North Bridgwater (BR1-A) should be considered ahead of the alternative locations proposed.	8760-7-6094	/			
Tractivity 682	Public	Stage 2	4. Any other ideas or comments? Would like more info on where in Bridgwater and what will happen after workers leave.	9442-7-1492	/			
Tractivity 697	Public	Stage 2	5. Any other ideas or comments? Poorly planned. The road network, especially the A38 running through Bridgwater is already extremely busy and noisy. The proposed site off J24 would increase this even more and possibly cause light vehicle traffic to use the Stockmoor village roads as a "cut through" as a means of avoiding the extra traffic caused by the site. Not to mention the noise and extra traffic for the residents of Stockmoor Village. Even after completion of the Hinkley C site, Bridgwater is not large enough to warrant a park and ride site at J24. The ideal option in my opinion is to build the park and ride on the eastern side of the M5 and create a southern Bridgwater by pass, or to have only one park and ride at the north side of Bridgwater together with improved road access to Hinkley avoiding Bridgwater. The environmental and health implications for local residents have not been fully taken into account!	9457-7-1931			/	
Tractivity 738	Public	Stage 2	9a. Any other ideas or comments? Innovia site seems a good idea, with the proviso that my junction 23A is created. Workers might then be able to connect with rail link/park and ride at J23 without the need to come through Bridgwater.	9496-7-4997	/			
Tractivity 738	Public	Stage 2	9b. Any other ideas or comments? Similar provisos apply to above. Para 9 this would keep traffic out of Bridgwater to a large extent!!	9496-7-5367			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 750	Public	Stage 2	4. Any other ideas or comments? Since my engineering expertise was constructing hydro/electric schemes in African and Asia there were invariable in undeveloped areas. Hence we had to build a complete mini town infrastructure to accommodate all of our workers. So the proposals are sound and logical, particularly some local entertainment facilities and sporting interests can be incorporated in the layouts. These will, of course, need to be nurtured and maintained throughout the construction period. A football pitch is really a necessity and also tennis courts. Indoor facilities could include badminton, squash and a machine equipped gym at each location. Your transport proposals are sound with park and ride facilities near M5 exits 23 and 24. You will probably have to incorporate a binding condition in your terms of contract for each worker to have to use the park and ride facilities as people are loath to abandon car travel unless it is enforced.	9508-7-1998	/			
Tractivity 763	Public	Stage 2	9a. Any other ideas or comments? This is a good site - could you not house more people in Bridgwater and bus them in?	9521-7-6109	/			
Tractivity 767	Public	Stage 2	9a. Any other ideas or comments? Best option.	9525-7-4839	/			
Tractivity 786	Public	Stage 2	4. Any other ideas or comments? i live at stockmoor where you propose these lorry park and accommodation and im totally against this outrageous site as i will be directly opposite the site and its very naughty that you kept this from the residents and persimmons and that is underhand and some what dodgy and i oppose the whole proposal with all my heart and soul so just go away and find another site for your trucks and foreign workforce	9544-7-1486	/			
Tractivity 786	Public	Stage 2	9a. Any other ideas or comments? dont want this in bridgwater you live next to the lorry park if you think its acceptable	9544-7-4247	/			
Tractivity 786	Public	Stage 2	9b. Any other ideas or comments? dont build at bridgwater stockmoor	9544-7-4503			/	

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Tractivity 787	Public	Stage 2	4. Any other ideas or comments? This difficult strategy is about right, however as noted later sites are not ideally located in Bridgwater and what about the impact to that area? What are the EDF staff going to do for recreation in Bridgwater? At ?C? site they will have purpose built amenities, in Bridgwater you need to ensure that the town is not overcome with people and particularly if there is any negative impact within the Town. People are fearful, can you assure them that workers accommodated at Bridgwater will have amenities they can use?	9545-7-2010	/			
Tractivity 799	Public	Stage 2	4. Any other ideas or comments? Accommodation is not required in bridgwater, there is no need for it. Move it all closer, if not onto the hinkley site. This will help to lower congestion and pollution on the roads in bridgwater.	9557-7-2665		/		
Tractivity 802	Public	Stage 2	9a. Any other ideas or comments? Possible	9560-7-4328			/	
Tractivity 812	Public	Stage 2	9a. Any other ideas or comments? good idea we would be interested in operating the facilities	9570-7-4606			/	
Tractivity 820	Public	Stage 2	9a. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for SOMerset?	9578-7-5379		/		
Tractivity 820	Public	Stage 2	9b. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for SOMerset?	9578-7-5698		/		
Tractivity 828	Public	Stage 2	9a. Any other ideas or comments? Happy with this proposal	9586-7-4432		/		
Tractivity 828	Public	Stage 2	9b. Any other ideas or comments? Happy with this proposal	9586-7-4626		/		

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Tractivity 830	Public	Stage 2	9c. Any other ideas or comments? This seems a sensible plan of action and should be extended to avoid using the Bridgwater town site where at all possible. This is especially true of Bridgwater college/rugby club sites as they were built on former waste tips with relatively poor drainage and possible methane and chemical content. This fact was not disclosed in local searches made when residents purchased properties in the area subsequent to 1990. It must therefore be assumed that no health risks exist in respect of the Bridgwater Rugby Club grounds	9588-7-9480	/			
Tractivity 836	Public	Stage 2	9a. Any other ideas or comments? Better than leaving the place to fall down and would save building another.	9594-7-4623			/	
Tractivity 836	Public	Stage 2	9b. Any other ideas or comments? Needs using	9594-7-4868			/	
Tractivity 844	Public	Stage 2	4. Any other ideas or comments? I believe that campuses in Bridgwater makes sense as it is the largest town near Hinkley point,	9602-7-2389		/		
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We have enough stress in Shurton, we want no camp here putting pressure on local lives. In France you do not need a camp on site, so why here? Put all the workers in B/W. We live in a ?pleasant rural location? and that should be considered and respected. As (Personal information removed) has quoted for Cannington and de-camped for them. NO CAMP AT HINKLEY POINT.	9604-7-1929	/			
Tractivity 912	Public	Stage 2	9a. Any other ideas or comments? Good choice 9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: Satisfactory 9b. Any other ideas or comments? Very good	9670-7-3878	/			
Tractivity 914	Public	Stage 2	4. Any other ideas or comments? Is it not possible to make longer term use of the Bridgwater campuses in view of the shortage of school housing?	9672-7-1592	/			

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Tractivity 914	Public	Stage 2	9a. Any other ideas or comments? See 4 above	9672-7-4062			/	
Tractivity 914	Public	Stage 2	9b. Any other ideas or comments? See 4 above	9672-7-4243			/	
Tractivity 935	Public	Stage 2	4. Any other ideas or comments? ALL workers should be housed at Bridgwater which has the capacity and infrastructure to accomodate them. i do not think that there should be any purpose built hostel on the site. They will probably want to go to Bridgwater for lesuire and shopping etc, so it would decrease the traffic levels on small roads, if they were already there.	9693-7-2014		/		
Tractivity 947	Public	Stage 2	9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: Satisfactory 9b. Any other ideas or comments? But not at weekends especially during the rugby season. Parking only but not accomodation	9705-7-4540	/			
Tractivity 951	Dual - Consultee with an Interest in Land and Public	Stage 2	9a. Any other ideas or comments? Bridgwater Innovia site - yes Bath Road - with reservationsnts	9709-7-4260	/			
Tractivity 951	Dual - Consultee with an Interest in Land and Public	Stage 2	9b. Any other ideas or comments? Where is the rugby football club going? If they are provided with satisfactory alternative it is a good idea. The college could use the site when Hinkley Point no longer needs it.	9709-7-4494	/			
Tractivity 959	Public	Stage 2	4. Any other ideas or comments? Providing accomodation in Bridgwater is built on brownfield sites.	9717-7-1623	/			
Tractivity 959	Public	Stage 2	9a. Any other ideas or comments? Provided all accomodated on Brownfield sites	9717-7-5559	/			

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Tractivity 959	Public	Stage 2	9b. Any other ideas or comments? Providing a new rugby facility is provided by EDF elsewhere in the vicinity	9717-7-5773	/			
Tractivity 959	Public	Stage 2	9c. Any other ideas or comments? Only if the Northern Bridgwater bypass is built otherwise there could be social/traffic problems when these workers take their recreational time. They will not always wish to use the facilities at their workplace but will seek out the nearest pubs, villages, towns thereby causing more congestion on the lanes/roads surrounding Hinkley Point and possible increase in crime/disorder.	9717-7-5966	/			
Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	9a. Any other ideas or comments? I believe it is better for workers to be withing an urban environment with all the facilities that a town such as Bridgwater can offer. I am however concerned about an increase in crime that will inevitably take place. The Innovia site is badly in need of regeneration.	9731-7-7180	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? No campus on site will be acceptable. Workers will dramatically effect local villages and disrupt residents. all workers must be sited in Bridgwater or close to motorways where they have access to sufficient amenities. No traffic must be allowed to use the lanes through Stringston, Stogursey, Burton and Shurton. Majority of traffic to be planned outside of business hours.	9732-7-2314		/		
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	9a. Any other ideas or comments? Good plan to keep workers in town that can support them whilst benfitting the towns business income.	9732-7-5717			/	
Tractivity 985	Public	Stage 2	4. Any other ideas or comments? The overall strategy has not been thought through properly by EDF. EDF refuse to act upon the views of our parish that we do NOT want a worker?s campus on site at Hinkley C. The campus?s at Bridgwater are a good idea but not large enough. It is a poor idea to house 700 workers in Stogursey Parish which only has a total population of about 1300 people - the area cannot cope in any way. Bridgwater would benefit from the campus because they are desperate there for more facilities and business opportunities, the facilities of the Bridgwater Campus could be marvellous legacy for the future of Bridgwater. I am fearful for the safety of Shurton and surrounding if a campus goes ahead at Hinkley C because there WILL be crime, drunkenness, road rage and many other social problems caused by having 700 single males living amongst us. The parish just cannot cope. This would impact on us for the next 10 years, a long time.	9743-7-3202	/			

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Tractivity 985	Public	Stage 2	9a. Any other ideas or comments? This is in the correct location but I think it should house far more workers, with good leisure facilities for the use of Bridgwater residents who have recently had their swimming pool taken away - leisure facilities for Bridgwater would be a good legacy and encourage economic growth there.	9743-7-7806	/			
Tractivity 988	Public	Stage 2	9a. Any other ideas or comments? You should be building proper housing to accomodate the employees of Hinkley C and then when no longer required could be sold to the council for renting to Bridgwater people. This temporary accomodation is not suitable for what could be 10-15 years of Hinkley C remember the French power station already over-run in the construction phase.	9746-7-3859		/		
Tractivity 1001	Public	Stage 2	11. Any other ideas or comments? Site of accomodation area will mean numbers and frequency of vehicles will create problems on existing roads to Hinkley.	9759-7-6129			/	
Tractivity 1002	Public	Stage 2	4. Any other ideas or comments? Make use of any available sites in Bridgwater and have bare minimum of host	9760-7-1868			/	
Tractivity 1003	Public	Stage 2	9a. Any other ideas or comments? A further boost to the local economy. 9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: Satisfactory 9b. Any other ideas or comments?	9761-7-4360			/	
Tractivity 1011	Public	Stage 2	9a. Any other ideas or comments? These plans for accommodation are highly unsatisfactory, this site is already under development by a different developer and work has already begun. EdF are already talking about compulsory purchase and the specific plans you have for the site thus far are inadequate, You only intend to build to the "satisfactory" BREEM standard and yet these accomodations will be part of your legacy.	9769-7-8590		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1011	Public	Stage 2	9b. Any other ideas or comments? Your intention to remove the practise rugby pitch a vital green space for the community, and replace it with accomodation is undesirable. Why is it that here, where you only intend to build a fraction of the number of homes you have planned for the old innovia site, you intend to build to BREEMs excellent standard? Could it be that you are very cosy in bed with Bridgwater College? Is it a coincidence that this is also the site where there are plans to train the next generation of nuclear scientists? Do not the future residents of the old Innovia site deserve to live in homes that are built to the excellent BREEM standard? When you consider the future use of all of the accommodations it would make more sense to build the Innovia Site to excellent standards and the college campus accomodation to the satisfactory standard given that the future use of this accomodationn would be for students and not permanent dwelling for people?	9769-7-9154		/		
Tractivity 1030	Public	Stage 2	9b. Any other ideas or comments? 1 & 2 are the only sensible sites, there is more than enough space to accomodate ALL your people.	9788-7-5716			/	
Tractivity 1033	Public	Stage 2	4. Any other ideas or comments? Purpose built accomodation should all be on site. If you propose Bridgwater for accomodation this should be incorporated with the Northern bypass which is acceptable to the majority of all local residents between Bridgwater and Hinkley to avoid traffic problems on the A39.	9791-7-2007		/		
Tractivity 1039	Public	Stage 2	4. Any other ideas or comments? Putting campuses at Bridgwater and Hinkley is very sensible - plenty of facilities (bars, clubs, cinemas, etc) in Bridgwater. Both sites well situated re. proximity to motorway for those workers wishing to return home at weekends. previous idea of housing many of them at Williton was ludicrous as it did not meet any of the above criteria.	9797-7-1484			/	
Tractivity 1053	Public	Stage 2	2. Any other ideas or comments? Even less land would be required if the old cellophane site was used as the ?construction village? and workers were bus?d in. this will also remove the local resentment for disturbance that will be caused by unruly contractors as was the case for the build of HPB	9811-7-393			/	
Tractivity 1064	Public	Stage 2	9b. Any other ideas or comments? i and ii are the only sensible accomodation sites where there is plenty of room.	9822-7-4706			/	

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Tractivity 1068	Public	Stage 2	9a. Any other ideas or comments? If the local infrastructure is developed to cope with the influx of persons 9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: Satisfactory 9b. Any other ideas or comments? As long as the local infrastructure is developed to cope with the extra demand	9826-7-4176			/	
Tractivity 1083	Public	Stage 2	4. Any other ideas or comments? I think the influx of workers will ruin the local Somerset tourist industry. A hostel on the Hinkley site would appear to solve the traffic problem but what will the workers do in their time off? They are sure to want to leave the site, making more movement of traffic. Accommodation in Bridgwater would seem better placed than in villages as there would be something within walking distance for entertainment. However, this will cause traffic problems as Bridgwater already has grid lock problems.	9841-7-1932		/		
Tractivity 1089	Public	Stage 2	9a. Any other ideas or comments? I am very much against the campuses being so large.	9847-7-4762	/			
Tractivity 1120	Public	Stage 2	4. Any other ideas or comments? All workers should be housed in Bridgwater which has the facilities plus size to make it better able to cope with such a large influx. No on-site campu	9878-7-2507		/		
Tractivity 1148	Public	Stage 2	4. Any other ideas or comments? I think all accommodation facilities should be the area around Bridgwater which as a large town can probably cope better than anywhere else with an influx of workers.	9906-7-1913			/	
Tractivity 1151	Public	Stage 2	9a. Any other ideas or comments? Too many people in one place, consider the effects on the neighbourhood	9909-7-4116	/			
Tractivity 1153	Public	Stage 2	9a. Any other ideas or comments? Nothing against the location per se, but I think the least Bridgwater (an area of deprivation) deserves from all this upheaval is a legacy of affordable housing.	9911-7-5910	/			



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Tractivity 1153	Public	Stage 2	9b. Any other ideas or comments? Nothing against the location per se, but I think the least Bridgwater (an area of deprivation) deserves from all this upheaval is a legacy of affordable housing.	9911-7-6243	/			
Tractivity 1167	Public	Stage 2	4. Any other ideas or comments? There is no point in building purpose built accomodation in Bridgwater. The Bath Road is already working to capacity - particularly with college traffic at rush hours and the proposed building of new hospital. If accomodation is to be built then it should be nearer to Cannington thus relieving traffic in Bridgwater. This accomodation should be built at Hinley and removed when the work is finished.	9925-7-1939		/		
Tractivity 1180	Dual - Consultee with an Interest in Land and Public	Stage 2	9a. Any other ideas or comments? All I can think of is that it will be like 'Auf Wiedersen Pet' on a very large scale.	9938-7-5278			/	
Tractivity 1199	Public	Stage 2	9a. Any other ideas or comments? Good idea	9957-7-4601			/	
Tractivity 1217	Public	Stage 2	9a. Any other ideas or comments? Site is fine, but how will they get through Bridgwater?	9975-7-5186			/	
Tractivity 1217	Public	Stage 2	9b. Any other ideas or comments? Does Bridgwater and Albion RFC get a new ground out of this? If so, where?	9975-7-5409	/			
Tractivity 1260	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Pleased they are smaller but think they should all be in Bridgwater	89526-7-240			/	
Tractivity 1263	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? There are still issues to be resolved over accomodation in Bridgwater. There will be a significant impact on local transport and services with the current proposal.	89529-7-303			/	

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Tractivity 1286	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? If you do build campus ?Bridgwater C? after use you could hand it over to Bridgwater College as student accomodation to be used or students from overseas or nationally who will be coming to Bridgwater to study at the new Energy Skills Centre. A huge asset to Bridgwater.	89552-7-161			/	
Tractivity 1288	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Do not give Bridgwater College too many benefits from any of this.	89554-7-181			/	
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The workforce should be accommodated in Bridgwater or larger towns. There are no local facilities in Shurton and the workers will only get bored and create trouble within the local villages.	89563-7-118			/	
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	I believe that larger communities such as Bridgwater are much better able to cope with the influx of workers.	89563-7-1164			/	
Tractivity 1299	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	All accommodation for workers should be confined to Bridgwater, which is a much larger town with more facilities and entertainment for your workers. They could then be transported by bus to work on the site. It will cause a lot less disruption to local residents and also be more suitable for the workers to have access to Bridgwaters? more varied amenities.	89565-7-1040			/	
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The housing proposals set out in Stage 2A consultation may benefit Bridgwater College in the long term but not local residents.	89566-7-329		/		
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The draft HPC Supplementary Planning Document mentions workers accommodation at Cannington Court. If EDF/Bridgwater college have put this back into the project, its omission from the Stage 2A consultation calls into question how genuine is the consultation?	89566-7-827			/	

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Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	From the transport point of view, we feel it is sensible to locate the main body of the work force on site or in Bridgwater as proposed	89576-7-489			/	
Tractivity 1313	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Not happy that houses are being built especially for workers there are plenty of B&Bs in Bridgwater that would welcome the trade and I am sure would be cheaper than building houses - what will happen to these houses when the workers leave?	89579-7-383			/	
Tractivity 1334	Public	Stage 2 Update	The current proposals for Bridgwater A site have significant improvements, with particular reference to the sports facilities available to the public, which have been more adequately placed on the site map, to ensure access and safety.  I am still not sure adequate measures have been put in place to deal with the increase in traffic along that stretch of Bath Road which is already a traffic congestion hotspot. This will need to be carefully considered to ensure that the development is not perceived negatively.	89600-7-558			/	
Tractivity 210	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Bridgwater campus areas can be used for the College. Turn the Williton campus into a residential care home.  If accommodation IS built on the site south of Cannington, turn it into a hotel (with a good restaurant) afterwards - we are short of good hotel accommodation in the area.	8915-7-2551			/	
Tractivity 249	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Keep 'campus' accommodation in Bridgwater or on site. Protect the villages from potential trouble caused by single young men living in groups. However I feel that if workers lived in houses or rented accommodation in the villages they are more likely to integrate successfully.	8942-7-2679	/			

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Tractivity 263	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Putting 700 migrant construction workers in a camp so close to small villages, doubling the population overnight, will be a recipe for disaster, as they will swamp local facilities. All accommodation should be in or near Bridgwater which has the infrastructure to cope with these numbers. I support the use of local accommodation for small numbers as this will bring money into the area without swamping facilities. However I am not clear how this will work if they have to then travel somewhere to catch a bus back to site	8952-7-3408			/	
Tractivity 333	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  More accomadation needs finding in Bridgwater. Where there are more facilities for the workers to use.	9021-7-2399	/			
Tractivity 340	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The 500 unit at bridgewater would only if a direct road from bridgewater was built, otherwise traffic would gridlock even if buses were used.	9028-7-2743	/			
Tractivity 398	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Rural villages not suitable for campuses.  Bridgwater campus could use the Dunball to Combwich by pass.	9082-7-2350			/	
Tractivity 405	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Slte in Bridgwater could be used for affordable housing.	9088-7-2246		/		
Tractivity 406	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Bridgwater and surrounding area have superior facilities and ability to absorb level of contractors *required.	9089-7-2308	/			
Tractivity 439	Public	Stage 1	4. Any other ideas or comments?  Accomodation and transport facilites should be concentrated at Bridgwater and the site itself	9118-7-987	/			

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Tractivity 447	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The consultation document anticipates that some 2,400 non-local workers will need to be accommodated in the area during the construction phase. The suggestion (in the indicative percentages set out in Table 4.1) is that 35% (840) should be accommodated in construction campuses. In addition, 13% (312) are expected to be accommodated in owner-occupied and 25% ((600) in private rented accommodation.</p> <p>The consultation document is confusing in terms of how accommodation is to be provided. In paragraph 4.2.5 of the consultation document, a preferred option emerges: "workers will be accommodated in campuses in four strategic locations (on-site, Cannington, Bridgwater and Willington) on roads with easy access to the Hinkley Point C site".</p> <p>Given that the consultation options envisage an on-site campus of up to 700 workers, a Bridgwater campus of up to 500 workers plus scope to accommodate some 500 workers at Cannington and Willin</p>	9354-7-2532			/	
Tractivity 486	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation for contractors should only be available in bridgwater. Cannington is already going to be significantly affected. Many cannington residents work out Hinkley Point and have seen how the contractors behave. The MAJORITY of contractors drink after work daily and residents have seen first hand how they treat the village and its residents. They have little respect and can behave in an intimidating manner. I would not be happy for my children to walk around the village knowing that 350 men who travel all around the country, live here. It would be a far more unsafe environment.</p>	9161-7-914	/			
Tractivity 490	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>All Park and Ride, Freight handling and worker accommodation should be sited on brownfield sites or land already earmarked for industrial development, i.e north of Bridgwater. Certainly not in a rural location such as Cannington.</p>	9164-7-936	/			
Tractivity 490	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Cannington is a peaceful rural community and the building work you are proposing in this area is to the detriment of the village community and, therefore, NO AMOUNT of benefits from EDF would replace this. Bridgwater is already industrialised and, therefore, it makes sense for the park and ride, freight consolidation, construction worker's accommodation, road network, etc., to be built there.</p>	9164-7-3946	/			
Tractivity 512	Public	Stage 1	<p>On site cuts out a lot of unnecessary travel. Bridgwater is a larger town for recreational activities for workers and provides east access to Bristol and Exeter for the same purposes.</p>	9184-7-2447	/			

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Tractivity 516	Public	Stage 1	Accommodation should not be placed in Cannington but on site and in Bridgwater where it would be much easier assimilated. use of brownfield sites is more preferable than the destruction of greenfield sites in Cannington. 320 temporary workers in Cannington would be totally overwhelming and unacceptable.	9188-7-2728	/			
Tractivity 522	Public	Stage 1	I am not familiar with Cannington. Bridgwater could provide brownfield site.	9193-7-2151	/			
Tractivity 526	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodating workers in a rural village (Cannington) where there is already a young student population will attract social problems. The village's community will be adversely affected by the increased number of temporary residents. Bridgwater can offer more amenities for their leisure time and easier access to the cities of Bristol and Exeter. As a resident of Cannington I do not want our village community spoilt in this way.	9197-7-2283	/			
Tractivity 537	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  The idea that the siting of hostels and commercial operations (flight handling and park and ride) in a small community like Cannington could be acceptable to residents is almost unbelievable. I believe that the 1989 inquiry stated that Cannington should not be involved in future Power Station developments, partly as a recognition of the problems endured during the building of A and B Station. Furthermore, many environmental issues would also result, including greatly increased flood risks, particularly on land to the south of the village through to the centre of the village. The area adjacent to Cannington Brook regularly floods and any significant development of this land will cause the excess water to put many properties at serious risk of flooding and devaluation. These operations should be sited on the outskirts of Bridgwater, and away from residential areas.	9362-7-5535	/			
Tractivity 547	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think the villages would possibly absorb 120 workers using college accommodation. However to build campus accommodation that will potentially cause problems and have no long term benefits is clearly not favourable. I think any accommodation needs to be in a town where there is a choice of evening activities.	9216-7-2463	/			
Tractivity 615	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I would prefer these facilities to be in Bridgwater, where there are adequate amenities and facilities for the workers without disturbing the village	9279-7-2043	/			

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Tractivity 670	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Comment confined to town of Bridgwater as for content of Section 3 of BTC response paper essential not single block and allied to long term legacy. Note view reference affordable housing and possible impact during construction and need for long term legacy for affordable units.	9333-7-2505		/		
Tractivity 62129	Public	Stage 1	we realise the country needs more energy and the government is hell bent on fast tracking nuclear power plants, maybe this is the right thing or not, my concerns are the way that EDF and local counsels are going about it, take the proposed development sites hear at Williton it outrageous to even think of carrying out this development both sites are high flood risk areas so no thought for local residence a huge development of this kind would create even more flooding then there is the road infrastructure, park and ride or no park and ride the roads are not fit for the extra traffic. EDF should go back to the 1980s proposal put a road link from Dunball to Hinkley Point keeping all traffic to one main road , park and ride could be North or South of Bridgwater, as far as accommodation is concerned either use existing ongoing developments and pos rental properties any other accommodation could be sited somewhere near the proposed new road thus saving fuel and energy which it is all about, leave the villages alone they would develop on there own as time goes on with Hinkley Point it is not rocket science	9416-7-0	/			
Tractivity 62211	Public	Stage 1	There are vast brown field sites in Bridgwater. Bridgwater is a bigger community and could more easily handle the impact of all the new build, workers and worker accommodation. The town would also get a financial boost that it so desperately needs. There is a huge housing estate being built in Dawes farm. Surely it would provide much of the needed accommodation and if a park and ride was built at jct 24, it would be on the door step of the new estate.	9430-7-1896	/			
Tractivity 62227	Public	Stage 1	Bridgwater (map Appendix 10) (Editor's note: pdf does not include appendices )  In light of the fact that Bridgwater to Cannington is 3.1 miles (5 minutes) we wish to ask why you do not plan more development on brown field sites in Bridgwater - the old British Cellophane site is in urgent need of regeneration and is close to the centre of Bridgwater and the college. This site could provide a campus facility big enough to house all your workers and long term could then provide good facilities to the people of Bridgwater and is close enough to the college to provide benefit there as well	9436-7-8436	/			
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Comment  Having this number of contract workers is bound to be a source of irritation and possible bad behaviour. I'm pleased you have chosen sites in the town of Bridgwater which will cope better than the villages. Let's hope the builders come to do their job and do not cause trouble with the locals and vice versa.	10124-7-1814			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62578	Public	Stage 2	<p>9. We plan to accommodate between 1,080 and 1,925 non-local workers in accommodation campuses, depending upon the success of local recruitment and other factors. What are your views on our plans for accommodation campuses at the following locations:</p> <p>Bridgwater Innovia site, Bath Road (site BRI- A) for up to 1,075 places?</p> <p>Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Hinkley Point C site for up to 700 places?</p> <p>Your whole accommodation plans will bring Bridgwater to it's knees in terms of traffic, noise, pollution and crime and will push the police, fire and hospital services to breaking point. I'd also like to ask another question: if there is going to be 3500 non-local people coming into the area and you're providing accommodation for 1925, where will the remaining 1575 be staying? Do you know how many B&amp;B's and rented accommodation there is in this area?</p>	10129-7-10013			/	
Tractivity 62607	Public	Stage 2	<p>16/8/10 Hello, where exactly is the stockmoor village plot going to go? There is stockmoor park and stockmoor grove, which end? I hope you realise it will be almost impossible to sell nry house when you start all this. I hope you realise that you will pay the extra that I do not get for my house when I sell it. through the courts. Why can't you put all this where the power station is. it would make more sense. There will be no benefit to Bridgwater whatsoever.</p>	10154-7-0			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	<p>the Parish Council indicated that it considered there was the potential and public support locally, for some limited provision of workers' accommodation and associated developments in Nether Stowey.</p>	10226-7-3898			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	<p>The proposal to site a large number of workers in a large temporary campus in Bridgwater is not supported</p>	10226-7-11233			/	
Tractivity 62469	Public	Stage 2	<p>q) Concentrating the campuses in one small area in Bridgwater guarantees the maximum of detrimental social impacts, skewing the local gender balance unacceptably (up around 84% among men aged 30-64 in Sydenham) and pitting the Hinkley workers directly against the adult resident population and, in Sydenham, many of those will be unemployed or unable to compete financially, so resentments will grow.</p>	89469-7-14124			/	
West Somerset Council	Local Authority	Stage 2	<p>- Concern over concentration of workers on the site and in one area of Bridgwater,</p>	89183-7-4843			/	



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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Some information and documents which are crucial to justifying the proposals (or discounting other options) are missing. This missing information is required to help assuage outstanding concerns about impacts and justification for proposals. SCC is not satisfied with how the legacy of site developments have been justified, particularly the accommodation sites in Bridgwater. "In combination" and "cumulative" effects assessment needs to be revisited once the full evidence base is available.	89199-7-776			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	We are also aware that the accommodation strategy is subject to change, and opportunities for affordable housing are being investigated, although these cannot be included in the DCO application (due to Infrastructure Planning Commission regulations)	89222-7-8925	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units.	89263-7-8058	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	- The Town Council accepts that worker accommodation will be required in the town. - This should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities.	89264-7-2537	/			
Stogursey Parish Council	Statutory Consultee	Stage 2	[9.3.7] Bp1: Potentially reducing the social effects on Bridgwater of migrant workers, by locating 700 of them on site is fine for Bridgwater, but comes with a massive down-side on the social effects on the Stogursey area. Will EDF recognise that Bridgwater is far more capable of absorbing these impacts than the rural area around the site?	89293-7-6188	/			

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Landowner - Bridgwater Gateway Limited (Miller Turner Investment Management Ltd)	Consultee with an Interest in Land	Stage 2	- It is unclear on what basis the proposed scale of development on site has been derived. Indeed the level of development proposed appears inconsistent with that contained within EDF's Stage 1 consultation documents. The evidence and assumptions which underpin the proposed number of vehicle spaces should be provided.	89433-7-74			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	Bridgwater is a sizeable town and has the capacity to assimilate, without difficulty, the numbers of workforce proposed to be accommodated on site. The town offers a number of opportunities for the redevelopment of unused or underused previously developed sites. It would benefit from the additional expenditure brought to the town by this element of the additional workforce and the money to be spent on providing leisure and recreation facilities at Hinkley Point would be better applied towards improving such facilities in Bridgwater which can then be accessed by that town's population rather than being reserved for the exclusive use of EDF's workforce. This is a considerably more sustainable approach to providing accommodation than first providing and then removing accommodation and other facilities adjacent to the construction site at Hinkley Point.	89441-7-1760	/			
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate therefore requests clarification as to what contingency planning EDF will be preparing in respect of accommodation generally and in particular in relation to BRI-A. If a contingency plan is currently being formulated that involves selection of other site(s), the Estate wish to understand where the site location(s) will be and details concerning its preparation and occupancy.	89443-7-11136		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are: a) The scale of the campus sites respond to their local context and should not cause harm in terms of character or environmental quality;	89298-7-1169	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are: c) Opportunities for provision of service and amenity facilities are developed to ensure that, wherever possible, they can have a long term legacy value for neighbouring communities and potentially offer some services to communities during the construction phase, for example shared medical facilities;	89298-7-1800	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  d) The design solutions for campus sites are outward looking in that they will make a positive contribution to the areas in which they are located including making positive connections to walking and cycling networks and to green infrastructure networks, recognise gateway locations and provide appropriate architectural responses, including landmark structures where appropriate;	89298-7-2298	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	the concentration of over 1,000 workers on a single site at Bridgwater A has been raised as a cause for concern in terms of concentrating high number of workers in unsuitable locations (adjacent to Bridgwater's most deprived ward and a congestion hot spot).	89307-7-3895		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  The scale of the campus sites respond to their local context and should not cause harm in terms of character or environmental quality;  The campus sites should not impact negatively on the amenity of existing properties and households;	89307-7-5318			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Bridgwater Challenge and Vision are key components that the Council will expect EDF Energy to have reference to in proposing any development in the Bridgwater area. The vision will also inform priorities for mitigation in Sedgemoor.	89358-7-5003			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is uncertainty at the numbers of workers staying in the accommodation campuses. This will knock on to the transport aspects of the appraisal which are based on a fixed accommodation strategy.	89387-7-10840			/	
Tractivity 62952	Public	Stage 2 Update	You still plan to unacceptably concentrate accommodation full of men in Bridgwater near a college full of vulnerable young people and skewing the local population in a way to guarantee social unrest and upheaval.	89681-7-855		/		

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Wembdon Parish Council	statutory consultee	Stage 2 Update	Regarding other matters proposed in the consultation document, we still see the great majority of construction workers being housed in the Bridgwater area and we are concerned that this will also have a detrimental effect on the local community.	89758-7-3859		/		
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	The continued geographical focus, for temporary and for that matter permanent housing at Bridgwater, is also supported. Bridgwater offers the facilities and services and the opportunity for the EDF proposals to contribute towards existing regeneration initiatives that other locations do not.	89772-7-9622			/	
3	Comments received under the EIR from the IPC	Stage 1	Regards any possible overspill facilities required for the proposed new development please refer to our letter (copied to EDF etc) addressed to (Personal information removed) IPC dated 18 January 2010. The contents of which outline the facilities currently available within the Bridgwater area plus the opportunity for an alternative bypass.	89792-7-924			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Measures and/or contributions to address any negative impacts on Bridgwater as a place to live, work and learn including public realm and town centre improvements and contributions to meeting strategic regeneration objectives.	89890-7-13288		/		

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West Somerset Council	Local Authority	Stage 1	-Lack of a justification for a 200 bed campus or 350 space park and ride site at Williton particularly in terms of the transport and traffic management benefits of this location compared to other locations nearer to the strategic road network;	88790-4-24052	/			Consultees raised concerns about various issues around accommodation, including the potential presence of campuses at Williton and Cannington during Stage 1 consultation, the impact of the on-site campus particularly on Shurton at all stages of the consultation, and the conduct of workers and whether workers will impose a burden on existing facilities. There was also support for campus accommodation both on-site and in Bridgwater from many consultees.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	c) Similar comments apply to the lack of a transport and construction logistics rationale as well as a justification for the scale of the facilities proposed for park and ride sites, freight centres and accommodation campuses at other locations.	88060-4-3762			/	As part of the Stage 1 Consultation a broad range of options were suggested for off-site accommodation campuses, including the possibility of campuses at three sites in Cannington, including two options for Cannington College and two options at Williton. At Stage 2 these options were eliminated partly in response to consultation responses received. The Stage 2 Consultation Report published in July 2010 explained that instead the campus accommodation would be split between the Hinkley Point C (HPC) site and Bridgwater. In the consultation report it was explained that this approach would:
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	There is a lack of rationale for the locations and scale of several of the Associated Developments, in particular accommodation campuses and the Cannington South freight consolidation centre.	88190-4-4158			/	<ul style="list-style-type: none"> <li>help to minimise travel and pressure on local roads by focussing accommodation close to the site and in Bridgwater (the nearest major urban centre);</li> <li>be complemented by regular bus services, which would ensure that workers travel by bus rather than private car to minimise traffic on local roads;</li> <li>be supported by measures to ensure that workers maintain a high standard of conduct in the local community; and</li> <li>be accompanied by support for health, police and educational facilities.</li> </ul>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Campus developments - It is noted that the sum of residential campus developments set out in the Stage 1 Consultation Document is significantly greater than the figure of 35% of non-local workers at peak construction set out in EDF Energy Table 4.1 (see Table 1 below). Clarification is required about how the campus development requirements have been calculated.	88300-4-4793			/	A number of consultees expressed concern about the development of an on-site campus. The reasons for proposing an on-site campus are set out in EDF Energy's Accommodation Strategy. They include:
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Williton has been identified as being a potentially suitable location to accommodate a campus for up to 200 construction workers with associated living and recreational facilities;	88460-4-1766			/	<ul style="list-style-type: none"> <li>Workers can either walk directly to site or take a very short bus journey within the site compound. This will materially reduce the number of trips workers take through Cannington and other local villages on the local road network.</li> <li>Having personnel close to site will ensure a rapid and effective response to any on-site issues or incidents.</li> <li>By minimising travel times between the campus and the site, an on-site campus will help to increase the productivity and efficiency of the</li> </ul>
Tractivity 62160	Dual - Consultee with an Interest in Land and Public	Stage 1	We believe innovation is necessary to satisfy the companies short term residential accommodation needs and in conjunction with a registered social landlord could fund and create a campus which would create the legacy of a major addition to the towns affordable housing supply.  To consolidate many of the off site requirements of the company on a single well managed , integrated and secure "village" site could well be an innovation that would be repeated in future similar schemes and we are keen to contribute fully to explore the possibilities.	8753-4-2513			/	

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Somerset Chamber of Commerce & Industry	Non-Statutory Consultee	Stage 1	We would urge positive consideration at an early stage as to the future uses for the proposed campuses and would recommend the need for student accommodation to support the Higher Educational aspirations of Somerset. We must not allow the campuses, should they remain in situ, to become housing ghettos - they should not become the answer to the homeless of affordable housing issues without careful consideration, planning and management.	8756-4-2927	/			workforce through minimising the effective length of their working day.  <ul style="list-style-type: none"> <li>An on-site accommodation campus will be particularly beneficial for those working night-shifts or irregular unsocial hours, including some supervisory and maintenance staff.</li> </ul>
Hallam Land Management	Consultee with an Interest in Land	Stage 1	The consultation document is confusing in terms of how accommodation is to be provided. In paragraph 4.2.5 of the consultation document, a preferred option emerges: "workers will be accommodated in campuses in four strategic locations (on-site, Cannington, Bridgwater and Willington) on roads with easy access to the Hinkley Point C site".	8760-4-2184			/	However, in response to the points raised in consultation, a number of changes were made to the on-site campus. Following the Stage 1 consultation landscaping was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more comprehensive changes were made which have now been incorporated into the Development Consent Order Application. These include:
Hallam Land Management	Consultee with an Interest in Land	Stage 1	The construction phase of the development is a long term activity with accommodation anticipated to be required from 2012 to 2019. Given the length of time over which non-local workers will be spending in the area, it is by far the most appropriate solution to seek to accommodate them in Bridgwater than in locations on-site, or at Cannington, or at Willington, where the range of facilities and services and transport options is inevitably very limited. A key objective of sustainable development is to ensure integration, balance and cohesion in community terms. This would be best delivered by providing accommodation at Bridgwater.	8760-4-4631	/			<ul style="list-style-type: none"> <li>Scaling back the size of the campus from 700 to 510 bedspaces in order to minimise the intrusion into the local area. This was considered the minimum possible size to maintain the operational efficiency of the campus and also to avoid transport impacts on the local road network.</li> <li>Making the layout of the campus more compact</li> <li>Lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south.</li> <li>Repositioning the car park to the north-west of the site to reduce visual impact upon those living close to the site.</li> <li>Repositioning the sports pitches to the north east of the site to facilitate public use.</li> </ul>
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	A campus for 350 male workers in the centre of the village is totally unacceptable as all these structures will be contained in the areas designated Can A,B,C and D. Also these workers will be free to roam the village while off shift, they will not be confined to the EDF campus thus most likely bringing an increase in crime and the need for increased policing (There's not enough Beat Police now).	8765-4-1031	/			<ul style="list-style-type: none"> <li>Repositioning the car park to the north-west of the site to reduce visual impact upon those living close to the site.</li> <li>Repositioning the sports pitches to the north east of the site to facilitate public use.</li> </ul>
Tractivity 731	Public	Stage 2	4. Any other ideas or comments? Bridgwater - OK Hinkley C - too close to villages	9489-4-1531			/	To address the concerns expressed about potential disturbance caused by workers in the on-site campus and elsewhere, EDF Energy made clear that it would introduce a Code of Conduct for construction workers, which would be actively enforced.
Tractivity 735	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? The rural and peaceful nature of the surrounding area and villages means that a campus in this location would be wholly inappropriate.	9493-4-5120	/			A number of consultees raised the provision of facilities for workers in the campuses. The on-site accommodation campus has been designed to include a good level of facilities to meet the anticipated needs of workers. This includes sports pitches (which will also be available for use by local communities), gym

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Tractivity 778	Public	Stage 2	9c. Any other ideas or comments? As I have stated already you have not listened to those villages and areas that are willing to work with you for the future. The present Hinkley Point site is well integrated into the local economy and structure. The reason for this is that the people who work there are part of those communities not outsiders living on campuses. Whilst a great number of the initial workers will only be temporary there will be a number who are not. Efforts should be made to integrate them from the beginning.	9536-4-5357	/			facilities, meeting areas, restaurant and lounge bars and IT facilities. Providing a good set of amenities on-site would result in workers having less need to leave the site and will therefore reduce traffic impacts and help to ensure employee well-being and good behaviour. Medical and other facilities will also be provided more generally for workers to ensure that they do not increase the burden on local providers.  As with the on-site accommodation campus, the Bridgwater A campus will be developed with good quality supporting facilities for the use of construction workers. In addition to the accommodation units, the development will include an amenity building, comprising communal canteen dining facilities, and a lounge. A clubhouse with changing facilities and showers and external recreational facilities including a single large sports pitch and two 5-a-side pitches will also be provided and will be available to the local community (subject to availability).
Tractivity 871	Public	Stage 2	4. Any other ideas or comments? Bridgwater ok but no campus should be built on the Hinkley Point C site.	9629-4-1492			/	
Tractivity 874	Public	Stage 2	4. Any other ideas or comments? Why can not all the dormitory accommodation be built on the Hinkley site?	9632-4-1723			/	A number of consultees suggested that EDF Energy should ensure that the accommodation it provides is capable of having a long-term legacy use. The Accommodation Strategy explains that the on-site campus would not be suitable for permanent accommodation due to its proximity to the proposed power station. The Bridgwater A campus would not be suitable for conversion into permanent housing, because the needs of a temporary construction workforce, mostly consisting of single males, are very different from the needs of permanent residents. The campuses will be built in blocks of accommodation, with separate amenity blocks providing catering and leisure facilities. This is the kind of accommodation that many construction workers will want, but it would not be suitable for local families. However, the accommodation is very suitable for students, and EDF Energy has proposed that the planned Bridgwater C campus could be left as legacy accommodation for Bridgwater College, subject to the appropriate planning consent being received at the time.
Tractivity 883	Public	Stage 2	4. Any other ideas or comments? Why move the camp, or cancel the planned camp (or hostel) at Cannington because of local concerns and respect for the area, are the people and the area of Shurton, Burton and Stogursey not respected in the same way, or are we seen as a soft touch.	9641-4-1486			/	
Tractivity 947	Public	Stage 2	4. Any other ideas or comments? Sensible	9705-4-1536			/	
Tractivity 952	Public	Stage 2	9c. Any other ideas or comments? Totally agree with contractors being out at Hinkley, but feel space should have been made for all.	9710-4-5225		/		
Tractivity 957	Public	Stage 2	9c. Any other ideas or comments? Should be a lot more.	9715-4-4947		/		A number of consultees expressed concern about the impact of EDF Energy's proposals on the availability of accommodation for tourists or local people. EDF

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Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? It is totally unsuitable to have a hostel/campus so close to the hamlet of Shurton. There will be nothing for the workers to do in the village. Surely they would want to be close to pubs, cinemas, shops and other facilities. I believe crime such as drink driving related will increase as the workers will be bored - the proposed site is not within walking distance of any facilities. Local residents will have so much disruption and life changing events to cope with, light pollution, noise and traffic, a campus will only add to this.	9731-4-2833			/	Energy's Accommodation Strategy sets out in detail the analysis carried out by socio-economic advisers on behalf of the company, which shows that its proposals should not have a detrimental impact on local tourism or the local housing market. However, in its Stage 2 Update consultation, EDF Energy explained that it would propose additional support for housing in the local area by establishing a Housing Fund, should development consent be obtained. The Housing Fund would provide five million pounds of financial support to a range of initiatives in order to boost the supply of accommodation locally and help local people to access the housing market. It would have the potential to deliver legacy benefits, for example by improving the existing housing stock, bringing vacant properties back into use, or facilitating the delivery of new housing, including affordable housing. The analysis in the Accommodation Strategy shows that, if this money was used effectively, the Housing Fund has the potential to bring a substantial number of homes onto the market, in line with the increase in the number of workers at HPC.
Tractivity 973	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? The proposed site is too close to the village of Shurton. As I have previously stated i believe that the site is not suitable as there will be nothing for workers to do, they will become bored and under the influence of alcohol crime will increase. The campus should be further away from the village, on the existing Hinkley site, but I do not understand why there needs to be a hostel on site as none of the other new builds have workers on site. It is a green field site and enough wildlife is being destroyed.	9731-4-7747	/			
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	1. Any other ideas or comments? The use of a 700 person campus is not acceptable. Workers will dramatically effect local villages which have inadequate infrastructures to cope. Traffic will not be reduced as workers will still move to and from the campus outside of working hours. The use of land behind Shurton was originally just for spoil storage. Now being proposed for storing equipment which will increase noise and disturbance to the village. there has been no evidence of how light pollution will be controlled.	9732-4-129	/			
Tractivity 1100	Public	Stage 2	9a. Any other ideas or comments? I do not believe campuses are the answer and are not popular with local people nore to they provide a satisfactory egacy benefit	9858-4-4724		/		
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the exisiting population the btter. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population longterm. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-4-2164		/		
Tractivity 1196	Public	Stage 2	9a. Any other ideas or comments? Bridgwater must be the location for all accomodation campuses as the town is bettwer able to cope with the greatly increased numbers. Should families start to join the men workers then schools and medical facilities may well be bearable to cope more easily than those in the villages.	9954-4-6552			/	



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Tractivity 1196	Public	Stage 2	11. Any other ideas or comments? This is totally the wrong place for accomodation units as transport will still have to negotiate Bridgwater before it can connect with the Hinkley Point Road or a feeder road.	9954-4-8868			/	
Tractivity 1196	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I accept that we need more electricity production. I accept that the present power station has in general been good for this area over the past, 40/50 years but did cause many problems to the local areas during the building period. I do not feel that the new build has been thoroughly researched in respect of the impact on the whole area. I do feel that a new road direct to Hinkley Point from Dunball although costly would solve almost all problems with one stroke. Bridgwater is more able to cope with the numbers of workers involved than our villages.	9954-4-9721		/		
Tractivity 1202	Public	Stage 2	10. Any other ideas or comments? Could an accomodation campus not be erected here at the site instead of at the Hinkley C site. In conjunction with the park and ride and freight yard.	9960-4-5189		/		
Tractivity 1202	Public	Stage 2	11. Any other ideas or comments? Again could this be a site for a linked accomodation campus. [note: context not clear]	9960-4-5923			/	
Tractivity 1234	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Having seen that the peoposal is to drop the accommodation in the hostels. It is obvious that more will be housed in each locality...adding some increase in the numbers of workers in the village of Cannington. This may or may not constitute a problem.	89500-4-237			/	
Tractivity 1241	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Better proposals this time with the campus facilities never to the construction site.	89507-4-280			/	
Tractivity 1259	Public	Stage 2 Update	In terms of the main site, the location is poor and the numbers are still far too high.	89525-4-313	/			
Tractivity 1295	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Reduction in campus bed space will increase the road traffic load with detrimental affect on communities	89561-4-348			/	

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Tractivity 1299	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The accomodation campus should not be on site. The impact of 510 foreign, migrant workers on a small local villages and communities will detrimentally affect the residents way of life. You cannot expect these workers to stay on campus after they finish work, the first thing they will want to do is venture off the site.	89565-4-714			/	
Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	We are pleased to see that the campus bed space numbers have been reduced.	89576-4-415			/	
Tractivity 1321	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Refer to West Som/Sedgemoor Supplementary Planning Document, which is infinitely preferrable. Absolutely no more than 100 in an on-site hostel or any other. Better far to integrate work-force in communities & supposrt community provision for leisure, amenities etc.	89587-4-213		/		
Tractivity 1344	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	In Combwich the changes are negligible - 10 hectares instead of 13 is insulting. Combwich seems to be ONE of your main sites. it is ridiculous to build workers acc at HPC. How will this be a blend in the community?	89610-4-2200		/		
Tractivity 210	Public	Stage 1	4. Any other ideas or comments? The claim that there will be no increase in traffic through Bridgwater at peak times doesn't ring true, given the number of campuses, park & ride and storage sites under consideration. Accommodation needs to be built where it will best benefit the local area after constructuction is complete; not just spread around everywhere.	8915-4-1028	/			
Tractivity 210	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Bridgwater campus areas can be used for the College. Turn the Williton campus into a residential care home. If accommodation IS bulit on the site south of Cannington, turn it into a hotel (with a good restaurant) afterwards - we are short of good hotel accommodation in the area.	8915-4-2551			/	

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Tractivity 217	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? Am very concerned that contractors and workers would still use the main through road to park on verges, in other villages and laybys along the route. I would not like to see the accommodation more than two stories in height. My family have lost enough of our privacy through previous building at the rear of our property. Perhaps you could consider barrack type dwellings?	8920-4-1398			/	
Tractivity 218	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Please give comments on your preferences and any suggestions about the future use of these facilities. The campus as identified on the plan CAN A is situated too near the village houses. The proposed buildings will be spread over the site being temporary in style and will not enhance the village in the long run. Better to build this accommodation away from the immediate houses as the noise and pollution will cause public nuisance.	8921-4-2915	/			
Tractivity 222	Public	Stage 1	4. Any other ideas or comments? Many of the proposals such as the construction of a by-pass are innovative, considerate and useful to local communities. However, others such as camps for contractors and the location of 'park and ride' sites are intrusive and may lead to animosity.	8924-4-1187			/	
Tractivity 265	Public	Stage 1	6. Temporary campus on-site for up to 700 workers Box ticked: Not in Favour 6. Campus accommodation on a site to the south of Cannington for up to 200 workers with potential long-term legacy uses including student accommodation, hotel or other	8954-4-1296	/			
Tractivity 278	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. No campus accommodation at Williton. No new buildings on farm land near Williton.	8967-4-2002	/			
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous. The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful. To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.	8968-4-1993	/			

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Tractivity 284	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton - not appropriate in almost all aspects	8972-4-2053			/	
Tractivity 285	Public	Stage 1	4. Any other ideas or comments?  I think all workers' accommodation should be either on-site or as close as possible.  Transport, even park and ride schemes will increase traffic on already pressurised road system	8973-4-915			/	
Tractivity 285	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Funds should be used for an increase in police patrols wherever the accommodation sites are, and also funds should be made available for homes and businesses in close proximity to accommodation sites in order that they can improve security of their properties.	8973-4-3718		/		
Tractivity 292	Public	Stage 1	4. Accommodation Box ticked: Not Satisfied at all  4. Any other ideas or comments?  The process so far has been arbitrary and non-consultative about the widest range of options. EG:  1. Why these location options and no others?  2. Why NO information about consultation process in Williton? No flyers to all households, no prominent advertisements, no timely local paper coverage. Danesfield School presentation on 05.12.09 was only known about because a private individual found out and publicised it on telegraph poles.  3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!	8980-4-1183			/	
Tractivity 294	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  There is no need to have a campus in Cannington as one on the proposed site for 700 with a few extra won't make any difference. Also, in the public enquiry 1989, it was agreed that one would not be built here anyway.	8982-4-2130	/			

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Tractivity 314	Public	Stage 1	4. Any other ideas or comments? I am concerned about the volume of traffic on the C182 it is bad enough during a B Station outage. With new-build traffic as well I am afraid that fatalities will be inevitable. Having a 700 bed hostel on site would partly alleviate this.	9002-4-1197	/			
Tractivity 314	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The thought of 200 workers mixing with students in Cannington is horrendous. The impact on Williton would also be disproportionate. I think Bridgwater could absorb the influx better. As for privately-rented accommodation, this would be required for B Station outages.	9002-4-2582	/			
Tractivity 323	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. 700 seems to be an excessive number for one location and would surely increase traffic tremendously at shift changes etc. Which route would the transport from Williton take the quickest route would be through Stogursey and Shurton putting extra traffic on our narrow roads.	9011-4-2942	/			
Tractivity 324	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We hope that Cannington College does not end up with all of the temporary accommodation.	9012-4-2002			/	
Tractivity 328	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. [re. cannington college option] - Most appropriate use for protected expansion of college [re. owner occupied option] - Being involved in original build no difficulty in finding accommodation.	9016-4-2042	/			
Tractivity 330	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. [both not in favour and don't know are ticked for the existing accommodation options] It was agreed in 1989 public enquiry that after what Cannington had gone through for A & B no campus will be built in Cannington. As you have 700 proposed for construction site adding what you proposed for Cannington will make very little difference to construction site.	9018-4-2140	/			

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Tractivity 342	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Campus accommodation at Williton will make the A39 to Nether Stowey and then down Stogursey Lane to Burton/Shurton and Stogursey a 'rat run'. This is unacceptable!</p> <p>The road from N. Stowey is narrow and unsuitable for large amounts of traffic.</p> <p>Proposed campus accommodation at Cannington is too large. The site proposed is greenfield and if a small campus is built with park and ride the land should be returned to greenfield site.</p> <p>This nuclear build must not be used to turn greenfield sites for park and ride and campuses into brownfield sites (which is what happened at Paddons Lane, Stogursey, 30 years after construction) Do not destroy our villages!</p>	9030-4-2873			/	
Tractivity 345	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>It would appear that some of these proposals have been put forward without first-hand knowledge of the area. Hopefully some of these will be changed following local consultations, so that there is minimum encroachment on greenfield sites and village life, in an area where landscape and conservation is of highest importance.</p>	9033-4-1031	/			
Tractivity 360	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodating the construction workers on site would negate all of the hostel requirements in locations ill equipped to deal with the volume and type of employees you propose. It would also negate the need for the park and ride facilities off site</p>	9048-4-939		/		
Tractivity 366	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Workers should be encouraged to integrate with the community, and should not be contained in large groups. This can be evidenced by how existing strategy for housing problems families. Problem families are not housed in estates together.</p>	9053-4-2291	/			
Tractivity 366	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Very positive about the need for a new nuclear power station. Very unsatisfied about the proposals for construction phase in relation to housing of temporary workers and movement of goods and services.</p>	9053-4-4426			/	
Tractivity 377	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>It was stated by EDF at the meetings that there would be local employment at the site. Why then do we need all this extra accommodation if the workforce is local, or was that not quite the truth?</p>	9064-4-1322			/	

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Tractivity 402	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  It is not socially safe to put rough necks at any location near vulnerable students if these hostels where built they would be almost derlict by the time the colleges could make use of them.	9085-4-2525			/	
Tractivity 435	Public	Stage 1	4. Any other ideas or comments? You should build more houses, not hostile. You should get famlies to move clouser, not just the workers.	9114-4-939			/	
Tractivity 447	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The consultation document anticipates that some 2,400 non-local workers will need to be accommodated in the area during the construction phase. The suggestion (in the indicative percentages set out in Table 4.1) is that 35% (840) should be accommodated in construction campuses. In addition, 13% (312) are expected to be accommodated in owner-occupied and 25% ((600) in private rented accommodation.  The consultation document is confusing in terms of how accommodation is to be provided. In paragraph 4.2.5 of the consultation document, a preferred option emerges: "œworkers will be accommodated in campuses in four strategic locations (on-site, Cannington, Bridgwater and Willington) on roads with easy access to the Hinkley Point C siteâ€.  Given that the consultation options envisage an on-site campus of up to 700 workers, a Bridgwater campus of up to 500 workers plus scope to accommodate some 500 workers at Cannington and Willin	9354-4-2532			/	
Tractivity 448	Public	Stage 1	4. Any other ideas or comments? Putting extra traffic on an already dangerous road not sensible. Proposed sites in Willition too far from Hinkley Point. No Guarantee that accommodation will be used for benefit of existing local community.	9126-4-991			/	
Tractivity 450	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I feel that the accomodation near to the colleges could be a benefit in the future to the people and could bring economic benefits to the sites.	9128-4-2434			/	
Tractivity 453	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I am fearful of the impact of 200 single men staying close to the community. One major incident could spark real resentment that no amount of sticking plaster could repair. In my view you need the people on your side. Site the hostels away from communities and you're half way there.	9131-4-4198			/	

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Tractivity 473	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Cannington College expansion is not welcome and would be detrimental to the residents of Cannington. The proposed exit from college grounds into Chads Hill is dangerous and unacceptable as Chads Hill is roughly 3 metres wide with no pedestrian paths and caters for 2 way traffic. In any normal situation it would never receive planning consent from local authority.	9149-4-2571	/			
Tractivity 477	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The disruption 5000 contractors will cause fills me with horror. And all for what? A new nuclear plant won't help solve our energy problems or our climate problems.	9153-4-2717			/	
Tractivity 482	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All above figures are for workers - what about facilities? Also difficult to answer above without knowing how many workers will be needed at the peak.	9158-4-1969			/	
Tractivity 543	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  You are proposing to take over enough land by the existing site, site these campuses there. Again there is no need to be near this villlage. If you build here you will be taking away the heart of the village, and peace will be shattered forever.	9212-4-2269		/		
Tractivity 549	Public	Stage 1	4. Any other ideas or comments?  The proposed sites of large accommodation areas should be reconsidered. The workforce should be located in much smaller numbers in or near the local communities. This would be less likely to cause opposition from the locals. This would spread the economic benefits more widely throughout the area. It may be the cheapest and most practical methods of accommodation.	9218-4-1255			/	
Tractivity 550	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I feel workers would be happier if they were situated somewhere that had better amenities i.e. cinema, pubs, otherwise they will become bored living in the middle of nowhere. The rate of drink driving will increase, accidents etc.	9219-4-3283	/			
Tractivity 616	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I feel that campus accommodation should be turned back to its prior useage before being turned into accommodation.	9280-4-3301			/	



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Tractivity 62508	Public	Stage 2	The "On-Site" hostel is proposed with no justification, nor supporting evidence for the requirement to have that number of workers living on the construction site. [4.3.4] Stage 1 responses asked for any campus to be located as far north as possible.	10098-4-3989			/	
Tractivity 62572	Public	Stage 2	If EDF and their contractors ensure recruitment of the maximum number possible of workers locally, it will minimize the need for campus accommodation.	10123-4-1150			/	
Tractivity 62938	Public	Stage 2	Why not all at Hinkley then the drivers will not turn our roads (already at maximum capacity) into gridlock.	10177-4-2216		/		
Fiddington Parish Council	Statutory Consultee	Stage 2	We also believe that local accommodation should be explored well before large campus accommodation blocks are considered.	10223-4-3020			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	SPC believe that there is no justification for a camp for 700 workers on-site, and that the proposed location of the site on the high ground in close proximity to Shurton and Wick is completely unacceptable. The visual impact of 12 metre high flat roof barrack blocks in such a rural setting will be horrendous, and the proposed screening planting will be entirely inadequate. There are major concerns for local residents from noise and light pollution, and from the effect on the local infrastructure of such a large number of unaccompanied male workers, who will inevitably not stay on the camp all the time. History of the camps for HPA and HPB and other similar camps elsewhere shows that there is an increase in law and order issues and the proposed EDF funding for additional law enforcement is entirely inadequate.	89288-4-10532	/			
Tractivity 63240	Consultee with an Interest in Land	Stage 2	Earlier in this response, the Estate has already expressed concern regarding the establishment of a campus on-site at Hinkley C. The provision of facilities in this location will not provide a benefit to the local community. Such facilities should be provided within existing settlements where the provision of enhanced facilities will result in a legacy benefit to the local community.	89446-4-370	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- provides a robust management system for worker accommodation to ensure that EDF Energy, in partnership with the authorities, remains in control of allocation of housing to workers throughout the construction phase. This will include accommodation campuses as well as private rented housing, use of visitor accommodation and other accommodation solutions.	89416-4-2535		/		

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Tractivity 62913	Public	Stage 2 Update	At every consultation to date the residents of Cannington have said that residential accommodation for workers is not wanted in the village. EDF have not named Cannington as a village where workers are to be housed in the February 2011 consultation update document. If there are plans for Cannington Court shouldn't these be included in this consultation document? Could it be that EDF, Bridgwater College and SDC have already made their plans on accommodation sites but failed to take into account residents views and intend to sneak in through the 'back door'? If so the notion of 'consultation' is purely paying patronising 'lip service.'	89665-4-1157	/			
Tractivity 63007	Public	Stage 2 Update	Cannington Court - This proposals for this seem to be aware of the conservation aspect, but the later use as a residence for Bridgwater College students seems doubtful. How dedicated is Bridgwater College to residential students? -Parking. There are a limited number of parking spaces for Cannington Court. The Park + Ride is not convenient to Cannington Court. Development of the exiting footpath may cause lighting, noise, litter and other social problems amid village housing.	89695-4-458			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Changes in campus provision is noted. However, the Town Council remain concerned about the concept.	89746-4-3181			/	
NHS Somerset	Non-statutory consultee	Stage 2 Update	The proposals for accommodating the temporary workforce have been amended both to reflect the increased workforce and in response to concerns about the size of the campuses originally proposed. Campus bedspaces will be reduced from 1925 to 1510 (1000 in Bridgwater, 510 on site).	89773-4-1221			/	
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- The temporary nature of campus accommodation shows no commitment to climate change strategies and will not leave a positive legacy for the town.	89779-4-3508			/	
32	Comments received under the EIR from the IPC	Stage 2	We think it is very bad policy to site a large hostel for construction workers out in the countryside about a mile from the power station. No matter what facilities are provided on site, these workers will inevitably and understandably want to get away from the site and this will involve a lot of extra traffic on narrow, dangerous country lanes. The obvious place to site such a hostel is in Bridgwater, near the motorway, with a Park & Ride to the construction site. Workers would then be well placed for travelling home at weekends if they wished and their numbers would not swamp the local population.	89821-4-1282			/	

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Highways Agency	statutory consultee	Stage 2 Update	3.6 Within paragraph 5.1.2 of the 'Draft Accommodation Strategy' accompanying document it is stated that 'the best approach to providing additional accommodation during the construction is through the provision of dedicated accommodation campuses'. This statement seems at odds with the proposal to reduce the number of campus spaces as proposed in Stage 2a. Overall, the number of campus accommodation spaces has been reduced from 1,925 to 1,510 and the Agency is disappointed with this reduction, especially the reduction in bed-spaces at the on-site campus. The Agency believes that campus spaces have a tendency to result in less day-to-day traffic impact on the SRN and therefore the Agency supports the campus spaces being retained at the original level.	89838-4-1944		/		
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	29. The concentration of the workforce within designated campuses will have an effect upon the area in which they are located. Any negative impact is likely to be felt acutely within the local schools and the Social Care teams. We require additional information which assesses the likely numbers of school age children and the indicative distribution of families at peak construction. This highlights the need for further discussions between the Council and EDF about the level of mitigation that will be required.	89844-4-12971			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.9 [6.1.4] This states that the accommodation campus will continue to operate until 2020. This is well beyond the requirements for peak workforce. The campus should be closed and removed well before then as the private rented sector, by EDF's own figures, will be able to provide more than adequate accommodation.	89872-4-8836			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<b>Purpose-Built Campuses</b> A reduction in the number of temporary campus bedspaces from 1,925 to 1,510 is viewed as only a minor improvement when compared to the preferred approach set out in the Draft HPC SPD, which sets out a preference for permanent housing that aligns with the spatial strategies for the districts and would have beneficial legacy uses. EDFE's current approach is not supported by the Councils as the current accommodation proposals will undermine important regeneration strategies and investment proposals when they could be making a positive and early contribution.	89873-4-16796			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>The Councils continue to object to the proposed scale of the temporary campus accommodation proposals. The reasons for concern relate to:</p> <ul style="list-style-type: none"> <li>- concentration of a significant volume of predominantly male workers on large single sites could potentially have severe social and environmental impacts on already vulnerable areas, namely a deprived part of Bridgwater and on small scale rural communities at Shurton, Burton and the wider Stogursey Parish which the Council and the Community see both as an individual issue and in cumulative terms;</li> <li>- Noise and light disturbance (without data to enable the Councils to take a view on potential impacts);</li> <li>- Anti-social behaviour associated with workers when off duty but also with the potential for the campus sites to attract unwanted activity including protests and trespassing;</li> <li>- Visual impact of large scale temporary accommodation buildings impacting on property prices, perception of local areas and disturbance of neighbouring residents. In particular the implications of the campus facility at Innovia impacting directly on key gateway routes into Bridgwater directly impacting on the objectives of Bridgwater Vision and potentially undermining the deliverability and occupation of completed housing on the northern part of the site;</li> <li>- Community cohesion and the risk of creating divide between local residents and the workforce that could be more effectively managed or avoided where the campus sites were at a reduced scale; and</li> <li>- Because there are better solutions available than building temporary build complexes for workers in single concentrated locations impacting on vulnerable communities.</li> </ul>	89885-4-12493			/	
Tractivity 292	Public	Stage 1	3. The social problems from large encampments of single men in rural villages with tiny police coverage will be enormous, especially with shift working. The argument that testing on arrival at work will prevent social problems from drug and alcohol abuse is very debateable - it hasn't worked at other construction hostels and it doesn't even work in prisons!	8980-881-1239			/	

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Taunton Deane Borough Council	Local Authority	Stage 1	a. Taunton wishes to be included in the area of search for accommodation.  There are a number of sites with planning permission which could deliver workers' accommodation quickly and to a high standard. There is already an existing need for affordable housing or nursing / student accommodation which can be considered for future uses once no longer required by EDF.	8710-5-733			/	Consultees had differing views about where workers should be located, with many seeking all of the campus accommodation to be located on-site in order to minimise transport issues etc., while others were concerned about any campus accommodation on-site because of the impact on existing communities, particularly Shurton.
Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.3 As indicated in the response to the LDF Core Strategy, the Parish Council would expect to see any such development to the north and east of the existing village centre. In this context it should be noted that 12% of the homes and a slightly higher proportion of the population of Nether Stowey lie to the north of the A39, as does the village church and the largest commercial development (Cricketer Farm).	8717-5-11788			/	As part of the Stage 1 consultation a broad range of options was suggested for off-site accommodation campuses, including the possibility of campuses at Cannington (3 possible sites, including 2 options for Cannington College) and Williton (2 options). At Stage 2 these options were discontinued partly in response to consultation responses received. The July 2010 Stage 2 Consultation Report explained that instead the campus accommodation would be split between the Hinkley Point C (HPC) site and Bridgwater. In the consultation report it was explained that this approach would:
Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.4 If any such development was to be considered the Parish Council considers that it should be no bigger than the Hartley Meadow development off Stogursey Lane. This is a development of 67 properties ranging from 2 bed "affordable" starter homes to 4 bed family houses.	8717-5-12200			/	<ul style="list-style-type: none"> <li>help to minimise travel and pressure on local roads by focusing accommodation close to the site and in Bridgwater (the nearest major urban centre);</li> <li>be complemented by regular bus services, which would ensure that workers travel by bus, rather than private car, to minimise traffic on local roads;</li> <li>be supported by measures to ensure that workers maintain a high standard of conduct in the local community; and</li> <li>be accompanied by support for health, police and educational facilities.</li> </ul>
Sampford Brett Parish Council	Statutory Consultee	Stage 1	The Parish Council wish to make the following points in respect of proposed campus for 200 workers in the Williton/Sampford Brett Area. Settlement. We can find no justification for building accommodation for up to 200 workers in this area. There is a mention of a need in the Consultation document, but no argument to support this claim. 4.11.2 We challenge the statements in 4.11.6.	8719-5-0	/			
Sampford Brett Parish Council	Statutory Consultee	Stage 1	a. Facilities and infrastructure at Williton are not appropriate to support an influx of 200 workers who would represent a significant proportion of the population.	8719-5-388	/			
Sampford Brett Parish Council	Statutory Consultee	Stage 1	b. Much of the land designated is in a flood plain and has experienced much flooding in recent years. a problem which can only be exacerbated by additional building and car parks.  c. The identified land is not included in the current development plan and no discussions have taken place to indicate any change in this status.	8719-5-557	/			A number of consultees expressed concern about the development of an on-site campus. The reasons for proposing an on-site campus are set out in EDF Energy's Accommodation Strategy. They include: <ul style="list-style-type: none"> <li>Workers could either walk directly to site or take a very short bus journey within the site compound. This would materially reduce the number of workers' trips through Cannington and other local villages on the local road network.</li> <li>Having personnel close to site would ensure a rapid and effective response to any on-site issues or incidents.</li> </ul>
Wembdon Parish Council	Statutory Consultee	Stage 1	4.2 The Wembdon Parish Plan, published in 2008, made it very clear that over 95% of Wembdon residents were against further large housing developments (of over 80 houses) in the village but that 45% would accept a number of smaller developments of around ten houses, as this would still maintain the character of the village. The Parish Council fully endorses the conclusions of the Parish Plan.	8724-5-9362			/	

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Wembdon Parish Council	Statutory Consultee	Stage 1	4.3 It is understood that only some 12% of the incoming workers would be in family units, the remaining 88% being unaccompanied. The Parish Council believes that any development of workers accommodation in Wembdon should be designed to cater for this family segment of the workforce. It is considered that such family units (with or without dependant children) are more likely to contribute to village life, support local businesses and facilities and will be less likely to cause law and order problems.	8724-5-9761			/	<ul style="list-style-type: none"> <li>By minimising travel times between the campus and the site, an on-site campus would help to increase the productivity and efficiency of the workforce through minimising the effective length of their working day.</li> <li>An on-site accommodation campus would be particularly beneficial for those working night shifts or irregular unsocial hours, including some supervisory and maintenance staff.</li> </ul>
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	In the context of the off-site associated development, the Environment Agency believes that section 4.22.10 of draft EN-01 makes it clear that the sequential (and exception test where appropriate) are required to be applied. In general, we endorse this approach so that the associated development is treated in the same consistent way as any other local development proposal submitted to the Local Planning Authority. We will require to see the evidence that the sequential test has been incorporated within the process.  Any development site over a hectare or in food zone two/ three will require an appropriate site specific FRA.	88820-5-2075			/	<p>However, in response to the points raised in consultation, a number of changes were made to the on-site campus. Following the Stage 1 consultation a landscape bund was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more comprehensive changes were made which have now been incorporated into the Development Consent Order application. These include:</p> <ul style="list-style-type: none"> <li>scaling back the size of the campus from 700 to 510 bedspaces in order to minimise the intrusion into the local area. This was considered the minimum possible size to maintain the operational efficiency of the campus and also to avoid transport impacts on the local road network;</li> <li>making the layout of the campus more compact;</li> <li>lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south;</li> <li>repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site; and</li> <li>repositioning the sports pitches to the north east of the site to facilitate public use.</li> </ul>
English Heritage	Statutory Consultee	Stage 1	We would strongly advise that EDF consider the benefits of concentrating facilities within a smaller number of sites, possibly within or on the edge of Bridgwater rather than dispersing construction activity over a wider area. Such an approach may be more sustainable and could result in reducing adverse impacts on places identified as having a high instance of historic interest such as Cannington. We would also encourage EDF to detail options at the earliest opportunity. We would expect the results of the workshops to feed directly into this process in a transparent and robust way.	88840-5-9895	/			
English Heritage	Statutory Consultee	Stage 1	The development of sites for associated development should maximise the potential for long term legacy benefits. However, only where it is in a sustainable location and accords with National and local policies. This is inherent in any sustainable development and English Heritage welcomes forms of development that can be adapted and transferred following construction of the Hinkley project to an appropriate body to address local needs. In the case of housing we would advocate that it should therefore reflect the local vernacular and be designed to the highest standards to ensure local distinctiveness is respected.	88840-5-10933			/	<ul style="list-style-type: none"> <li>repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site; and</li> <li>repositioning the sports pitches to the north east of the site to facilitate public use.</li> </ul> <p>To address the concerns expressed about potential disturbance caused by workers in the on-site campus and elsewhere, EDF Energy made clear that it would be introducing a code of conduct for construction workers, which would be strictly enforced.</p>
Highways Agency	Statutory Consultee	Stage 1	The Agency's comments are based on the assumption that the accommodation will not be provided outside of the areas currently identified. Should sites in the wider area be proposed this could impact on the SRN and information to assess the impact will be required as part of the TA. The Agency therefore seeks to reserve its position on this matter and will make further comments accordingly.	88860-5-12050			/	<p>A number of consultees suggested that EDF Energy should ensure that the accommodation it provides is capable of having a long-term legacy use. The Accommodation Strategy explains that the on-site campus would not be suitable for permanent</p>

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Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Siting of workers unacceptable - community integration of large male workforce	88900-5-9935			/	accommodation due to its proximity to the proposed power station. The Bridgwater A campus would not be suitable for conversion into permanent housing, because the needs of a temporary construction workforce, mostly consisting of single males, are very different from the needs of permanent residents. The campuses would be built in blocks of accommodation, similar in style to hotels, with separate amenity blocks providing catering and leisure facilities. This is the kind of accommodation that many construction workers would want, but it would not be suitable for local families. However, the proposed accommodation would be very suitable for students, and EDF Energy has proposed that the Bridgwater C campus should be left as legacy accommodation for Bridgwater College, subject to the necessary planning permission being received at the time.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	However, the socio-economic assessment undertaken by Oxford Brookes University assumes only two accommodation centres (Cannington and on-Site) and therefore will need to be revised to take into account the revised proposals for four accommodation centres.	87930-5-4550			/	
Cannington Parish Council	Statutory Consultee	Stage 1	A hostel to the south of the village, which could be left for much needed affordable housing, was considered by the Council but the Council felt that the benefits do not outweigh the loss to the village of its "village" identity and again the social problems that adding some 200 workers in one area would have to village life.	8746-5-6614	/			
Kilve Parish Council	Statutory Consultee	Stage 1	As mentioned in 4.2.13, the siting of the campuses must take account of the nature and character of the place proposed to take these campuses. Further to this, assurances would be welcome from EDF that they would not support any significant house building projects to the south of the villages of Shurton and Burton, which would ultimately destroy any rural feeling for the villages.	88930-5-5089			/	
Kilve Parish Council	Statutory Consultee	Stage 1	It is recognised that EdF would have little control over private development within the area of Shurton and Burton. However, an assurance that they would not support any form of development to the south of the two hamlets would be welcomed by the residents of those hamlets.	88930-5-28843			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	More detailed comments on the EDF accommodation strategy are provided in section 3.2.4, which sets out a preference for residential development in Sedgemoor to be concentrated in Bridgwater; and for a dispersed strategy to be applied in West Somerset. The provision of 700 bedspaces on-site, the highest concentration of workers proposed in the Stage 1 consultation, does not align with the authorities' preferred distribution for residential development. The Council accepts, to a certain extent, that some personnel will need to be based on site for safety and security reasons. The potential benefits of locating a proportion of construction workers on site, such as reduced traffic movements, are also recognised. Nevertheless, a robust examination of the exact worker numbers and service requirements would need to take place before the authorities would be prepared to support the level of accommodation currently proposed.	88110-5-2064			/	

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	3.2.4.1 Distribution of Residential Campus Developments There is a strong concern that the proportion of construction worker bed spaces allocated to Cannington (320) when compared to Bridgwater (500), is not reflective of the emerging Regional Spatial Strategy or Sedgemoor Core Strategy Preferred	88280-5-0	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Stage 1 Consultation document refers to an estimate that 35% of construction workers will be accommodated in purpose-built campuses; 27% will be accommodated in B&B/Guest Houses/Caravan Parks; 13% will live in owner occupied houses; and 25% will be accommodated in private rented accommodation.	88300-5-1360			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Residential Campus - Bridgwater should be the focus for residential development proposals, with the CAN-C Search Area being the preferred location for a limited amount of construction worker housing in Cannington. A modest amount of housing suitable for transfer to an affordable housing legacy use may be acceptable at CAN-A, but only if a pressing need for construction worker housing at Cannington is demonstrated. A potential hotel use would be contrary to policy which seeks to locate such uses in towns.	88350-5-4776			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Of the four search areas set out in the consultation document, it is the initial view of Sedgemoor DC that search areas BRI-A, BRI-B and BRI-C are to be supported as potential locations for construction worker accommodation. An initial preference is expressed for campus development at BRI-B, the Cattle Market regeneration site, for the following reasons:	88420-5-4661	/			



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Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>The chamber understands that there are proposals to discourage workers from the site living in Minehead but that these will only be partially successful. The journey time from Minehead to 'site' will still be less than 30 minutes a distance many tolerate as a commute. Minehead is the primary town in West Somerset and hence the Chamber believes the town will be attract people moving into the area as they will see it as the most practical and desirable place to move to.</p> <p>The Chamber welcomes this and sees the growth of Minehead and the surrounding area as essential to its members. There is some fear that a simple supply shortage will eventually push up rental prices and house prices making it more difficult for anyone working in the area to afford to rent and buy. This will eventually create issues with staffing.</p> <p>The Chamber obviously welcomes the opportunity for better all year wages for but has a concern that any increase will be negated by cost of living increases or staff will be forced to commute from other parts of West Somerset.</p>	8757-5-3156			/	
Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>Minehead Chamber of trade and commerce supports the development at Hinckley as it would for the proposed a new build hostel being located in Minehead. The Chamber thinks that Minehead is a more suitable location than Williton but realises that some local extra facilities may be required. This will help ensure that West Somerset sees the benefit of the increase in population rather than neighbouring districts. Minehead and West Somerset is our priority.</p>	8757-5-5226			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 1	<p>Given that the consultation options envisage an on-site campus of up to 700 workers, a Bridgwater campus of up to 500 workers plus scope to accommodate some 500 workers at Cannington and Willington, the implication appears to be that there is an option to accommodate substantially in excess of the 35% of non-local workers in campus style accommodation.</p>	8760-5-2527			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 1	<p>Hallam Land Management would not argue against such a higher proportion. However if the need for campus accommodation is not sufficient to sustain the strategy of provision at 4 strategy locations then there is a need to afford a priority in identifying appropriate sites to accommodate non-local workers.</p>	8760-5-2886			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 1	<p>Hallam Land Management would take the opportunity of this consultation to stress that North Bridgwater (BR1-A) should be considered ahead of the alternative locations proposed.</p>	8760-5-6094			/	
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>In general the College supports the proposal for dispersal of the workforce. One of the benefits would be to provide opportunities for a degree of integration which might be a better solution than complete segregation.</p>	8774-5-490			/	

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Bridgwater College	Consultee with an Interest in Land	Stage 1	As mentioned above we do favour a mix of locations to reduce the ghetto effect that might otherwise occur.	8774-5-6184			/	
Summerfield Developments	Consultee with an Interest in Land at Stage 1 Only	Stage 1	I am sure you are aware of the local support from the Minehead business community for the worker accommodation to be located in Minehead.	8779-5-399			/	
Tractivity 681	Public	Stage 2	4. Any other ideas or comments?  The use of bed and breakfast and caravans sites is going to have a negative impact on the tourist trade. In fact, having all those workers billeted all over this area is going to have a serious negative impact. All accommodation should be contained within, or as near as possible, to Hinkley. Buy a piece of land near the site and put on your own caravans for your workers use.	9441-5-1486			/	
Tractivity 681	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Naturally being a Williton resident I am pleased and relieved that there will be no hostel in Williton. However, I think the proposed park and ride will be detrimental to the area due to excessive traffic, noise and pollution. The infrastructure will not be able to cope with all the bus journeys? especially the centre of Williton. If it must be here can it be sited to the east of Williton to cut down on the number of buses going through the centre of the village.  The proposal of bringing in a lot of the freight by sea is a good one. I also applaud your proposal of siting the hostels within or near the site - shame you did not think fo this at the beginning.	9441-5-6852			/	
Tractivity 686	Public	Stage 2	4. Any other ideas or comments?  Additional accomodation should be sited nearest to Hinkley Point not at East Bridgwater whre there are already proposals to build many new homes. What about the now defunct proposals for Haygrove Scool on that side of town, then in the future when there is enough money the school could take the site over.	9446-5-1492		/		
Tractivity 690	Public	Stage 2	9a. Any other ideas or comments?  Bridgwater is the obvious place to site such accommodation. It would destroy the village of Cannington if placed there.	9450-5-5327			/	
Tractivity 698	Public	Stage 2	4. Any other ideas or comments?  The economic benefits could be better shared around the area by bringing unused accommodation in Highbridge into this strategy.	9458-5-1565			/	

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Tractivity 698	Public	Stage 2	a. Any other ideas or comments? The role of surrounding towns in providing accommodation should be considered. There is considerable spare rental accommodation in Highbridge for instance. This could have economic benefits for a wider area of Somerset.	9458-5-4500		/		
Tractivity 698	Public	Stage 2	9b. Any other ideas or comments? The role of surrounding towns in providing accommodation should be considered. There is considerable spare rental accommodation in Highbridge for instance. This could have economic benefits for a wider area of Somerset.	9458-5-4890			/	
Tractivity 698	Public	Stage 2	9c. Any other ideas or comments? The role of surrounding towns in providing accommodation should be considered. There is considerable spare rental accommodation in Highbridge for instance. This could have economic benefits for a wider area of Somerset.	9458-5-5229			/	
Tractivity 700	Public	Stage 2	9c. Any other ideas or comments? We know that local people would prefer workers to be accommodated elsewhere, and this doesn't seem unreasonable, as they will have to put up with the noise, dust etc from the construction site.	9460-5-4454			/	
Tractivity 704	Public	Stage 2	4. Any other ideas or comments? Not something I am concerned about	9464-5-2893			/	
Tractivity 709	Public	Stage 2	2. Any other ideas or comments? We should enlarge the accommodation site to fulfil the requirements of the total number of workers required during construction without having to build additional accommodation sites at other locations. The concerns of the locals to the enlargement should be set aside! This proposal will reduce traffic on A38, A39 & A358	9467-5-395		/		
Tractivity 709	Public	Stage 2	4. Any other ideas or comments? Not two in Bridgwater See answer to Q2	9467-5-1806		/		
Tractivity 709	Public	Stage 2	7. Any other ideas or comments? See answer to Q2	9467-5-3510			/	

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Tractivity 709	Public	Stage 2	9c. Any other ideas or comments? Enlarge considerably as discussed in answer in Q2	9467-5-4799		/		
Tractivity 711	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? It makes sense to get as many workers as near to the site as reasonably possible	9469-5-4689			/	
Tractivity 715	Public	Stage 2	9c. Any other ideas or comments? As stated earlier Shurton is a totally unsuitable place to house 700 workers	9473-5-4486			/	
Tractivity 718	Public	Stage 2	9c. Any other ideas or comments? More places used in minehead please	9476-5-4310			/	
Tractivity 731	Public	Stage 2	4. Any other ideas or comments? Bridgwater - OK Hinkley C - too close to villages	9489-5-1531			/	
Tractivity 731	Public	Stage 2	9c. Any other ideas or comments? Too close to Burton and Shurton	9489-5-4486		/		
Tractivity 741	Public	Stage 2	4. Any other ideas or comments? All necessary accommodation should be at the Hinkley site	9499-5-1490			/	
Tractivity 743	Public	Stage 2	9a. Any other ideas or comments? 1. The site is on the wrong side of the railway line. Several brownfield sites are available with access on to the A38 and giving direct access to the NDR, which would avoid buses etc having to negotiate the Broadway to get out on to the A39. 2. If the Innovia site is used then a footbridge should be provided to cross the railway line to a bus pick up and set down point, providing direct access to the A38 and the NDR. Possible sites are available between Queenswood Food and the Wirework Estate, the ex Gerber site or part of the Crypton site. *Both of these options would alleviate traffic pressure at the cross rifles roundabout pinch point.*	9501-5-3876			/	

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Tractivity 746	Public	Stage 2	9a. Any other ideas or comments? Consider all workers on campus should be in Bridgwater. Best for them and good for Bridgwater	9504-5-7028			/	
Tractivity 746	Public	Stage 2	9b. Any other ideas or comments? As above	9504-5-7291			/	
Tractivity 753	Public	Stage 2	4. Any other ideas or comments? Provided the workers are mindful of the local residents, and act in a responsible and appropriate manner when off duty, then this arrangement could be satisfactory.	9511-5-1490			/	
Tractivity 763	Public	Stage 2	9c. Any other ideas or comments? This should be reduced - as we are small communities	9521-5-6493			/	
Tractivity 772	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? If you dont want to biuld roads and bridges then all accommodation needs to be on site	9530-5-1743			/	
Tractivity 778	Public	Stage 2	9c. Any other ideas or comments? As I have stated already you have not listened to those villages and areas that are willing to work with you for the future. The present Hinkley Point site is well integrated into the local economy and structure. The reason for this is that the people who work there are part of those communities not outsiders living on campuses. Whilst a great number of the initial workers will only be temporary there will be a number who are not. Efforts should be made to integrate them from the beginning.	9536-5-5357			/	
Tractivity 784	Public	Stage 2	4. Any other ideas or comments? definatly NO to all of the above. bridgwater is to far from the hinkley site think of the carbon footprint save a lot of money by not building the power station	9542-5-1732		/		

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Tractivity 786	Public	Stage 2	4. Any other ideas or comments? i live at stockmoor where you propose these lorry park and accomodation and im tottally against this outrageous site as i will be directly opposite the site and its very naughty thay you kept this from the residents and persimmons and that is underhand and some what dodgy and i oppose the whole proposal with all my heart and sole so just go away and find another site for your trucks and foreign workforce	9544-5-1486			/	
Tractivity 789	Public	Stage 2	9c. Any other ideas or comments? Can more staff be accommodated on site which would reduce the overall staff traffic?	9547-5-5724		/		
Tractivity 797	Public	Stage 2	4. Any other ideas or comments? Worker villages should be on site and provided thero own temporary family accommodation, education, leisure and retail facilities. Severe social disruption to a small rural area would ensue otherwise with unplanned legacy effects on social wlefare and infrastructure.	9555-5-1492		/		
Tractivity 797	Public	Stage 2	9a. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-5-6157			/	
Tractivity 797	Public	Stage 2	9b. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-5-6748		/		
Tractivity 797	Public	Stage 2	9c. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-5-7291		/		
Tractivity 799	Public	Stage 2	Also building all accomodation on site would be best, you don?t need park and ride facilities in bridgewater if the accomodation is all on site.	9557-5-441		/		

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Tractivity 799	Public	Stage 2	Instead of building in other places, build the accomodation and other facilites you may need to the west of the site.	9557-5-1329		/		
Tractivity 799	Public	Stage 2	Accomodation is not required in bridgwater, there is no need for it. Move it all closer, if not onto the hinkley site. This will help to lower congestion and pollution on the roads in bridgwater.	9557-5-2700		/		
Tractivity 799	Public	Stage 2	Move the freight logistics facilities and park and rides to the hinkley point C site, which should be expanded to the west to allow for these. We as residents do not trust your company should you build them because you may move nuclear waste to these sites past our homes and store it there, which will effect our health. Also we were here first and don?t want our house prices dropped. If you do go ahead will you pay compensation? Also the capacity of taunton road IS NOT sufficient for another 120 lorries every 24 hours, We live ehre and we know our area the best, it is already congested.	9557-5-3327			/	
Tractivity 799	Public	Stage 2	9a. Any other ideas or comments? You do not need to place any more housing in bridgwater itself, it is congested, busy and over populated enough as it is, move the accomodation on site. 9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: No opinion 9b. Any other ideas or comments? Much less people which is good but still could be put on site. 9c. Hinkley Point C site for up to 700 places? Box ticked: Unsatisfactory 9c. Any other ideas or comments? Needs to contain EVERY peice of accomodation for building the site, not just 700.	9557-5-6128			/	
Tractivity 802	Public	Stage 2	9a. Any other ideas or comments? Possible	9560-5-4328			/	
Tractivity 802	Public	Stage 2	9c. Any other ideas or comments? As many as possible should be housed at the site.	9560-5-4630			/	

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Tractivity 806	Public	Stage 2	4. Any other ideas or comments? I understand that by local you have defined this as within a 90 minutes catchment area. This in my opinion is not local. By your definition people living in Wales are locals!	9564-5-1488			/	
Tractivity 811	Public	Stage 2	9a. Any other ideas or comments? Accommodation would be better positioned near Dunball to make use of a Dunball bypass.	9569-5-4517		/		
Tractivity 816	Public	Stage 2	4. Any other ideas or comments? House the workers at Hinkley, an influx of foreign workers will not be an advantage to anyone except EDF!	9574-5-1594			/	
Tractivity 821	Public	Stage 2	4. Any other ideas or comments? You workers should be accommodated at Hinckley point only. This will be simple if you build the dedicated road from Dunball wharf which everyone in the area wants.	9579-5-1653		/		
Tractivity 821	Public	Stage 2	9a. Any other ideas or comments? disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accommodated on site.	9579-5-5010			/	
Tractivity 821	Public	Stage 2	9b. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accommodated on site.	9579-5-5329		/		
Tractivity 821	Public	Stage 2	9c. Any other ideas or comments? ALL temporary workers should approach Hinckly point on the dedicated road and be accommodated on site.	9579-5-5594		/		
Tractivity 821	Public	Stage 2	10. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accommodated on site.	9579-5-6279		/		
Tractivity 821	Public	Stage 2	11. Any other ideas or comments? Disruptive to bridgwater and local residents. All temporary workers should approach Hinckly point on the dedicated road and be accommodated on site.	9579-5-7010		/		
Tractivity 822	Public	Stage 2	4. Any other ideas or comments? THis will mean lots of extra traffic through Cannington. I think all workers should be on site	9580-5-1492		/		



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Tractivity 822	Public	Stage 2	9c. Any other ideas or comments? All workers should be on site or very near to it.	9580-5-4420		/		
Tractivity 823	Public	Stage 2	4. Any other ideas or comments? The proposed campus on site is not necessary, is a blot on the landscape, and an increase of more than 5% of the population CANNOT be absorbed. You will have enough workers living nearby to allow for sudden increase in staffing arrangements should that be required.	9581-5-1875			/	
Tractivity 824	Public	Stage 2	9c. Any other ideas or comments? Why not put all the workers here. Easy. No travelling. Why not? They do this in Japan and other Asian countries.	9582-5-5432		/		
Tractivity 826	Public	Stage 2	4. Any other ideas or comments? I think all the accomodation campuses should be in the Bridgwater area and if new caravan parks are being planned, these too should be in the same vicinity, where amenities already exist.	9584-5-1716			/	
Tractivity 826	Public	Stage 2	9c. Any other ideas or comments? All workers should be accomodated in Bridgwater	9584-5-5414			/	
Tractivity 833	Public	Stage 2	4. Any other ideas or comments? What happened to siting temporary workers in existing accomodation in Burnham area and using the jetty and fences? Why no Junction 22 park and ride?	9591-5-1528			/	
Tractivity 835	Public	Stage 2	4. Any other ideas or comments? Better than the original plan	9593-5-1533			/	
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? Put all accomodation campuses at Hinkley point site thereby keeping it under control at one site! Alleviating the need to run so many buses (at least 30 passing through Cannington and Comwich 4 times per day!)	9597-5-2258		/		
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? Why not accomodate all the workers at ?C? site and alleviate the need for all these buses to transport them to work.	9597-5-6153		/		

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Tractivity 844	Public	Stage 2	4. Any other ideas or comments? I believe that campuses in Bridgwater makes sense as it is the largest town near Hinkley point, but that the site at Hinkley Point should be used. As to Park and Ride sites these should be sited away from the villages so as not to inconvenience the local population with noise, light and air pollution. Also has any consideration been given to some accommodation at Taunton and larger towns than Bridgwater? This would spread traffic and transport across a larger area.	9602-5-2389			/	
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We have enough stress in Shurton, we want no camp here putting pressure on local lives. In France you do not need a camp on site, so why here? Put all the workers in B/W. We live in a ?pleasant rural location? and that should be considered and respected. As (Personal information removed) has quoted for Cannington and de-camped for them. NO CAMP AT HINKLEY POINT.	9604-5-1929			/	
Tractivity 847	Public	Stage 2	4. Any other ideas or comments? Your plans will cause massive traffic problems. Workers accommodation should be WEST of Bridgwater, not in the middle	9605-5-1492		/		
Tractivity 847	Public	Stage 2	9c. Any other ideas or comments? More workers should be housed here instead of centre of Bridgwater.	9605-5-4405			/	
Tractivity 848	Public	Stage 2	9c. Any other ideas or comments? All accommodation should be on site at Hinkley point	9606-5-4330		/		
Tractivity 855	Public	Stage 2	4. Any other ideas or comments? Do not utilise anywhere in Cannington!	9613-5-1490			/	
Tractivity 860	Public	Stage 2	4. Any other ideas or comments? Where will the caravan parks be?	9618-5-1562			/	
Tractivity 863	Public	Stage 2	9c. Any other ideas or comments? ? This adds up to less than 3000 so will 2000 be coming from outside the area?	9621-5-4383			/	
Tractivity 874	Public	Stage 2	4. Any other ideas or comments? Why can not all the dormitory accommodation be built on the Hinkley site?	9632-5-1723	/			

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Tractivity 874	Public	Stage 2	9c. Any other ideas or comments? Create all accomodation at hinkley	9632-5-5993	/			
Tractivity 875	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I am pleased that there ill no longer be workforce accomodation in Williton/Cannington/Stogursey.  Concerned about the amount of traffic on local roads which are not good. Need to bring as much in by sea as possible.  Employ as many ?locals? as possible and keep them informed	9633-5-6747			/	
Tractivity 883	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  We are insulted that you still seem to think that it is alright to site so many people near the villages of Shurton, Burton and Stogursey in particular is of great historic importance.	9641-5-6021			/	
Tractivity 889	Public	Stage 2	9c. Any other ideas or comments? Better they are on site with good facilities, than travelling on the lanes.	9647-5-5112		/		
Tractivity 894	Public	Stage 2	4. Any other ideas or comments? All accomodation should be situated at Hinkley Point	9652-5-1595		/		
Tractivity 894	Public	Stage 2	9c. Any other ideas or comments? All should be accomodated there	9652-5-4418		/		
Tractivity 894	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Have no objection to Hinkley C but concerned about the effect the proposals will have on the area as a whole. Feel more could be concentrated at Hinkley and the Cannington bypass will be a real problem	9652-5-6056			/	
Tractivity 910	Public	Stage 2	4. Any other ideas or comments?  I would like to see as many of the workers as possible accomodated at the Hinkley Point C site to reduce the traffic from Rodway Cannington past Combwich and Stockland - Bristol.	9668-5-1492			/	

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Tractivity 910	Public	Stage 2	9c. Any other ideas or comments? Would like more on-site accomodation to reduce traffic.	9668-5-4981		/		
Tractivity 913	Public	Stage 2	4. Any other ideas or comments? These overall accomodation strategy seems well thought out and a very good solution	9671-5-2210			/	
Tractivity 915	Public	Stage 2	1. Any other ideas or comments? Campsite should be on North of Hinkley C site. EDF needs to negotiate use of vacant Hinkley A site.	9673-5-129		/		
Tractivity 915	Public	Stage 2	4. Any other ideas or comments? Build site campus on North of site. Question: Are those renting locally being picked up by site buses or will they use own vehicles (parked at Hinkley site)?	9673-5-1704		/		
Tractivity 915	Public	Stage 2	9c. Any other ideas or comments? Build campus North of site or on negotiated part of ?A? station	9673-5-5154			/	
Tractivity 916	Public	Stage 2	4. Any other ideas or comments? This small community cannot cope with so many extra people and cars. Build at Dunball and build new road to Hinkley Point C	9674-5-1613			/	
Tractivity 919	Public	Stage 2	4. Any other ideas or comments? Purpose build should only be built in Bridgwater and Dunball	9677-5-1531			/	
Tractivity 929	Public	Stage 2	9c. Any other ideas or comments? more should be accomodated on site	9687-5-4890			/	
Tractivity 932	Public	Stage 2	4. Any other ideas or comments? As a local resident I am very much against the large number of workers to be housed on the site. The main reason for my opposition is that the sheer numbers will eventually change the nature of the area when workers are off duty. They will not wish to stay in the confines of the work area however lesuire facilities are available it is human nature to want to be out and about. How much better to be somewhere near a town. There will be bus transport - as has been indicated from Bridgwater Park and Ride.	9690-5-2312		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 934	Public	Stage 2	4. Any other ideas or comments? I feel Bridgwater is sufficiently large to accomodate two campuses - therefore negating the need for one on site.	9692-5-1869		/		
Tractivity 935	Public	Stage 2	2. Any other ideas or comments? This could be further reduced by not housing the workers onsite.	9693-5-617			/	
Tractivity 935	Public	Stage 2	4. Any other ideas or comments? ALL workers should be housed at Bridgwater which has the capacity and infrastructure to accomodate them. i do not think that there should be any purpose built hostel on the site. They will probably want to go to Bridgwater for lesuire and shopping etc, so it would decrease the traffic levels on small roads, if they were already there.	9693-5-2014			/	
Tractivity 935	Public	Stage 2	9c. Any other ideas or comments? See previous comments. Workers should be housed in Bridgwater (or Hinkley A)	9693-5-5654			/	
Tractivity 938	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Keeping all large accomodations and park and ride locations outside the villages is necessary to keep continuity within them. Camera should be set up and monitored by you to ensure no misuse of roads, speed etc throughout the build.	9696-5-5959	/			
Tractivity 942	Public	Stage 2	9a. Any other ideas or comments? This will flood Bridgwater with ?off shift? workers. ALL accomodation should be at Hinkley site. 9b. Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Box ticked: Unsatisfactory 9b. Any other ideas or comments? This is as question 9 9c. Hinkley Point C site for up to 700 places? Box ticked: Satisfactory 9c. Any other ideas or comments? This is where all workers should be!	9700-5-5074			/	
Tractivity 983	Public	Stage 2	4. Any other ideas or comments? This is too vague it gives permission to build anywhere	9741-5-1560			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 986	Public	Stage 2	4. Any other ideas or comments? Strategy not thought about properly by EDF. you don't listen to us and act on our views and wishes. i do not want a campus at Hinkley C because the Parish is far too small to cope. Campus should be in Bridgwater - all the works should be housed there where they have nearby shops, etc and other facilities already. This would be good for much larger population of Bridgwater, who would benefit from swimming pools, sports facilities etc that were provided by EDF. What a good legacy this could be. I am worried that having a campus at Hinkley C will cause crime, burglary, drunkenness and other antisocial behaviour plus traffic noise/light pollution and noisy sports being played at night all year round. This would be for ten years- I am 78 years old so this would ruin my life. We came here because it is peaceful. Very upset about this proposal.	9744-5-2426			/	
Tractivity 988	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Please build proper housing in Bridgwater to accommodate construction workers of Hinkley C which once no longer required can be sold to the council for housing. If the construction of Hinkley C over runs we may have temporary accommodation in Bridgwater for 10-15 yrs.	9746-5-6105			/	
Tractivity 991	Public	Stage 2	9c. Any other ideas or comments? Totally unsuitable in a small rural community. This is totally out of character and would swamp the hamlet of Shurton. There would be no legacy outcome. All accommodation should be in Bridgwater As an alternative the campus could be moved to the North of the site and scaled down in size and number of workforce.	9749-5-6043			/	
Tractivity 996	Public	Stage 2	4. Any other ideas or comments? All purpose built worker accommodation should be off-site. Shurton is too small to be swamped by an influx of temporary residents.	9754-5-1541			/	
Tractivity 996	Public	Stage 2	9c. Any other ideas or comments? Any campus on-site would be catastrophic for the local community. All workers should be bussed in and out. This is the lesser of two evils.	9754-5-4577			/	
Tractivity 999	Public	Stage 2	4. Any other ideas or comments? Bridgwater already has a traffic problem on a daily basis, additional temporary workers in the area will significantly increase traffic congestion and act to dissuade tourists who would otherwise visit the area. The impact on locals would be felt daily. Dental, medical, hospital and police services in Bridgwater. Already stretched, will be even less accessible than they are now.	9757-5-1486			/	

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Tractivity 999	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  There are huge traces of land east of J24. Why put your facilities right on the doorstep of a high value housing development? Why not create all your facilities North of Bridgwater instead of adding to an already congested area?	9757-5-6827			/	
Tractivity 1010	Public	Stage 2	4. Any other ideas or comments? Accomodate all the workers on site and reduce traffic	9768-5-1558			/	
Tractivity 1010	Public	Stage 2	9c. Any other ideas or comments? all workers should be accommodated here	9768-5-4406			/	
Tractivity 1016	Public	Stage 2	7. Any other ideas or comments? What about workers visitors that live nearer the site than Cannington, would they have to drive out to the Park and Ride to get to site?	9774-5-3564			/	
Tractivity 1017	Public	Stage 2	4. Any other ideas or comments? Maximise local workforce, minimise need for accommodation. No on site hostel.	9775-5-1623			/	
Tractivity 1017	Public	Stage 2	9c. Any other ideas or comments? Wrong place for so many migrant workers. On the edge of a rural community is not the place for, what is likely to be, 700 single young men.	9775-5-4770			/	
Tractivity 1029	Public	Stage 2	5. Any other ideas or comments? It wouyld be far better to build accommodation around existing towns and villages, spreading the overall impact, rather than one or two overwhelming new build sites.	9787-5-1927			/	
Tractivity 1031	Public	Stage 2	1. Any other ideas or comments? Siting and morphology of proposed workers camp in first instance not wanted on site / wrong siting.	9789-5-129			/	
Tractivity 1052	Public	Stage 2	4. Any other ideas or comments? Dispersion within communities is better than large hostels that could create problems for nearby residents.	9810-5-1492		/		

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Tractivity 1052	Public	Stage 2	9a. Any other ideas or comments? How would you prevent this becoming a ghetto once handed back to the local authority for social housing? Good use of otherwise useless brownfield site which is heavily contaminated from industrial use.	9810-5-4479			/	
Tractivity 1053	Public	Stage 2	2. Any other ideas or comments? Even less land would be required if the old cellophane site was used as the ?construction village? and workers were bus?d in. this will also remove the local resentment for disturbance that will be caused by unruly contractors as was the case for the build of HPB	9811-5-393			/	
Tractivity 1055	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below The residents of Shurton DO NOT WANT a "town" full of builders in their back gardens but EDF do not seem to be listening to the concerns of local residents so i dont feel that its worthwhile putting any comments down.	9813-5-6851	/			
Tractivity 1056	Public	Stage 2	4. Any other ideas or comments? They should remain on site.	9814-5-1490		/		
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We appreciate that the Williton & Cannington hostels were dropped as we feel that as many workers as possible should be accomodated close to the site to minimise movement of traffic in the area.	9817-5-1693			/	
Tractivity 1063	Public	Stage 2	9c. Any other ideas or comments? The Hinkley Point C site should accomodate the majority of workers, if land on site is at a premium, why not build up? (3 or 4 story accomodation blocks)	9821-5-5415		/		
Tractivity 1065	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? 700 workers and their vehicles would be moe appropriately located in an urban area such as Bridgwater.	9823-5-4740			/	



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Tractivity 1073	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  The proposals will impose an intolerable strain on the road network in Bridgwater and Cannington. Measures to ameliorate the effect are absolutely vital. The only sensible way of dealing with the complex infrastructure requirements is to locate all freight handling, all park and ride facilities at Dunball and construct a new road from there to Hinkley Point. Off-site hostel accomodation must be at Dunball and on nearby sites in Bridgwater where there is access to leisure facilities etc in the town. The use of the wharf and freight handling facility at Combwich will create untold nuisance for residents. These should at Dunball as I have outlined.	9831-5-7564			/	
Tractivity 1075	Public	Stage 2	4. Any other ideas or comments?  The nearer to the Hinkley C site the better	9833-5-1484			/	
Tractivity 1076	Public	Stage 2	4. Any other ideas or comments?  There is absolutely no guarantee that EDF will maximise the use of local workers - what skills are required, what opportunities are there for local people to train for these skills? EDF will simply employ the cheapest labour (not british). Whilst in the shortterm some bed and breakfast proprietors may gain from out of season guests the lack of suitable accommodation for tourists will cause a lot of harm to our communities. I think all accommodation campuses should be on the Hinkley Point C site in order to reduce the amount of extra traffic on our roads.	9834-5-2120			/	
Tractivity 1076	Public	Stage 2	9a. Any other ideas or comments?  I think it is crucial to reduce the impact by using brown field sites. Workers I am sure would prefer to be closer to Bridgwater and the site where they work rather than build accommodation in places farther away like Williton	9834-5-6024		/		
Tractivity 1081	Public	Stage 2	4. Any other ideas or comments?  Workers lodged at Hinkley Point will gravitate towards Bridgwater and Taunton for entertainment. This could lead to traffic problems on the Hinkley Point road due to speeding and alcohol. I suggest that less people are stationed at the site and that those who are are provided with evening transport to Bridgwater and Taunton.  The housing of workers at Hinkley Point will add significantly to the Detailed emegency planning zone (DEPZ) making evacuation more difficult in a nuclear emergency.	9839-5-2321			/	

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Tractivity 1083	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>I think the influx of workers will ruin the local Somerset tourist industry.</p> <p>A hostel on the Hinkley site would appear to solve the traffic problem but what will the workers do in their time off? They are sure to want to leave the site, making more movement of traffic.</p> <p>Accommodation in Bridgwater would seem better placed than in villages as there would be something within walking distance for entertainment. However, this will cause traffic problems as Bridgwater already has grid lock problems.</p>	9841-5-1932			/	
Tractivity 1087	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>The 700 workers living on the campsite at Hinkley Point will overwhelm our small community.</p> <p>Bridgwater would be much more able to cope with a campsite as proposed in stage 2.</p>	9845-5-1644			/	
Tractivity 1089	Public	Stage 2	<p>2. Any other ideas or comments?</p> <p>Too close to residences. I do not agree with a campus being so close to the houses</p> <p>.This is not what we were told in consultation 1 !!</p> <p>There is not enough being done to alleviate traffic !!</p> <p>There is not enough finance to help the surrounding area !! The Cannington by-pass is a disaster.</p>	9847-5-395			/	
Tractivity 1091	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>The accommodation strategies in place seem very ill thought out. It is anticipated that 1500 workers will require accommodation from rented/owner occupied accommodation and B&amp;Bs. There appears to be no calculations involved in placement of workers. (Personal information removed) says " we cannot compel our workers to live in a specific place". How can you possibly know what facilities are available to house workers then? Aside from the campuses there seems no logic behind this.</p> <p>Will EDF compile a database of the local region for available B&amp;Bs etc? Will there be an accommodation office where workers can go to find accommodation? Will there be a website dedicated to finding suitable accommodation? (Personal information removed) has given assurances that tourism will not be adversely affected, and that " ladies will offer back bedrooms" for workers in order to make money! There seems to be a lot of casuality regarding this matter when local infrastructure will be affected</p>	9849-5-3088	/			

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Tractivity 1092	Public	Stage 2	4. Any other ideas or comments? For the sake of the community and the maintenance of law and order, It would be best to place these workers in the community rather than in ghettos.	9850-5-2705			/	
Tractivity 1092	Public	Stage 2	9a. Any other ideas or comments? See my previous comments on accommodation for workers.	9850-5-6093			/	
Tractivity 1092	Public	Stage 2	9b. Any other ideas or comments? See my previous comments on accommodation for workers.	9850-5-6315			/	
Tractivity 1092	Public	Stage 2	9c. Any other ideas or comments? See my previous comments on accommodation for workers.	9850-5-6485			/	
Tractivity 1097	Public	Stage 2	4. Any other ideas or comments? Learn from HPA and B it worked then and no reason to suppose it will not now.	9855-5-1517			/	
Tractivity 1098	Public	Stage 2	9c. Any other ideas or comments? No need to accommodate on site	9856-5-4602			/	
Tractivity 1099	Public	Stage 2	4. Any other ideas or comments? All campus accommodation should be located in Bridgwater which is of a suitable size and has the amenities to cope with such an influx. No justification has been made for on-site campus of 700. The proposed site is located on a high ridge within 50m of the nearest property and would dominate the small hamlet of Shurton and affect the setting of the Stogursey conservation area.	9857-5-2358			/	
Tractivity 1101	Public	Stage 2	9a. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-5-4426			/	

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Tractivity 1101	Public	Stage 2	9c. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-5-5454			/	
Tractivity 1120	Public	Stage 2	4. Any other ideas or comments? All workers should be housed in Bridgwater which has the facilities plus size to make it better able to cope with such a large influx. No on-site campu	9878-5-2507		/		
Tractivity 1136	Public	Stage 2	4. Any other ideas or comments? All accomodation campuses should be in Bridgwater (i.e. a town of significant size, not in rural areas), and workers bused in on regular shuttle offices.	9894-5-1642			/	
Tractivity 1136	Public	Stage 2	9c. Any other ideas or comments? All significant accomodation should be in Bridgwater, i.e. a town of considerable size and not in villages or rural areas.	9894-5-5284			/	
Tractivity 1138	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The campuses for non-local workers should all be on the Hinkley C Site as this would reduce the vast amounts of extra traffic of workers travelling to and from the site.	9896-5-1490			/	
Tractivity 1143	Public	Stage 2	4. Any other ideas or comments? Not well thought out	9901-5-1562		/		
Tractivity 1146	Public	Stage 2	2. Any other ideas or comments? The accommodation campus is excessive.	9904-5-436			/	
Tractivity 1148	Public	Stage 2	4. Any other ideas or comments? I think all accommodation facilities should be the area around Bridgwater which as a large town can probably cope better than anywhere else with an influx of workers.	9906-5-1913			/	

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Tractivity 1153	Public	Stage 2	4. Any other ideas or comments? This seems like an incredibly casual approach to housing 3,500 workers. I believe EDF/the government should invest in Bridgwater and build affordable housing in the town that could then remain as a positive legacy from the project.	9911-5-2228			/	
Tractivity 1153	Public	Stage 2	9c. Any other ideas or comments? For the reasons above. Also, thousands of young single men will not simply stay on site. They will (understandably) seek entertainment and will (understandably) commute to Bridgwater to get it. Therefore, why not put them there in the first place. Sometimes the lack of joined up thinking in the planning of this project makes me seriously question the ability and intellect of those involved.	9911-5-6524			/	
Tractivity 1159	Public	Stage 2	4. Any other ideas or comments? Shurton is too small to accommodate the large number of residents being proposed to be housed there.	9917-5-1635			/	
Tractivity 1164	Public	Stage 2	9c. Any other ideas or comments? Why not house all workers on Bridgwater Brown Fields site?	9922-5-4506			/	
Tractivity 1165	Public	Stage 2	4. Any other ideas or comments? Cannot see the necessity of a campus at Hinkley point	9923-5-1527			/	
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We would reluctantly be in favour of rented, owner-occupied and bed and breakfast for workers accomodation, but not caravan parks. Relocate the campus away from Hinkley Point C.	9924-5-1873			/	
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Regarding Stage 2 - purchase of land required - off site associate development. What purpose do you want to use the extra land for and where will that be? We would definitely not be in favour of any affordable housing, etc. being built in Shurton. Briefly, when we moved to Shurton we were told by the local authority (planning) that no further new builds would be allowed in this hamlet, due to evacuation measures for Shurton in case of any emergencies at Hinkley C. IN CONCLUSION: Our opinion has not changed since the beginning of any of the proposals regarding the new build at Hinkley (Continued on associated enquiry)	9924-5-7520		/		

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Tractivity 1167	Public	Stage 2	1. Any other ideas or comments? Consideration to more housing on site reducing need to travel to the site on regular basis. Dont know area well enough to comment	9925-5-125		/		
Tractivity 1167	Public	Stage 2	4. Any other ideas or comments? There is no point in building purpose built accomodation in Bridgwater. The Bath Road is already working to capacity - particularly with college traffic at rush hours and the proposed building of new hospital. If accomodation is to be built then it should be nearer to Cannington thus relieving traffic in Bridgwater. This accomodation should be built at Hinley and removed when the work is finished.	9925-5-1939		/		
Tractivity 1169	Public	Stage 2	4. Any other ideas or comments? Try to keep as many workers on site as possible	9927-5-1588			/	
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	2. Any other ideas or comments? You have only moved the line back slightly. You could move it back considerably more if the campus is moved back to Hinkley point A or more appropriately to Bridgwater.	9928-5-397		/		
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? I feel you should not push people into the local community as it cannot accomodate many more people, they are only very small villages. The campuses in Bridgwater are ideal. There are the facilities to cope with them and it is a big place and able to soak them up. The campus at Shurton is ludicrous as it will double the amount of people already there with no facilities. The roads cannot cope, lighting issues, noise issues, security issues and we are having the most disruption anyway apart from having the campus as well. Nobody wants it in Shurton. What is wrong with putting them on a ship they will not bother anyone then?	9928-5-1652			/	
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? It will have a huge impact on Shurton, it is not even a village! You cannot soak up 700 people in such a small place. The lanes are busy enough already. What about security, funding for 2 extra policemen is a joke. The area most of the time is absolutely silent, how come you are going to keep the noise down? Why do they need a football pitch, they are meant to be working. It is pitch black outside any lighting is going to be seen. We do not want them coming around the lanes they should be locked in the campus with no lighting outside, no playing field and everyone inside by 7.30pm in winter and summer. They need to be placed in Bridgwater where they already have facilities.	9928-5-5695			/	

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Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	I think workers should be accommodated on ships. We do not want them here.	9928-5-8533		/		
Tractivity 1172	Public	Stage 2	4. Any other ideas or comments? Make use of any available sites in Bridgwater and have bare minimum of hostel workers on site.	9930-5-1942		/		
Tractivity 1179	Public	Stage 2	4. Any other ideas or comments? All purpose built worker accomodation should be off site. Shurton is too small to be swamped by an influx of temporary residents.	9937-5-1541			/	
Tractivity 1179	Public	Stage 2	9c. Any other ideas or comments? Any campus on site would be catastrophic for the local community. All workers should be bussed in and out. This is the lesser of two evils.	9937-5-4572			/	
Tractivity 1179	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Construction of Hinkley C will be a major detriment to the local community. EDF should minimise that detriment to its utmost. By bussing in all workers on major roads. No campus. No use local roads.	9937-5-6280			/	
Tractivity 1180	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? Out of site, out of mind.	9938-5-5659			/	
Tractivity 1190	Public	Stage 2	4. Any other ideas or comments? As non local workers should be accomodated on site to minise extra traffic on the roads.	9948-5-2159			/	
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothjing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support srVICES. Bridgwater should be used to house all the workers. the accomodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community.	9953-5-2520			/	

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Tractivity 1196	Public	Stage 2	9a. Any other ideas or comments? Bridgwater must be the location for all accomodation campuses as the town is bettwer able to cope with the greatly increased numbers. Should families start to join the men workers then schools and medical facilities may well be bearable to cope more easily than those in the villages.	9954-5-6552		/		
Tractivity 1202	Public	Stage 2	10. Any other ideas or comments? Could an accomodation campus not be erected here at the site instead of at the Hinkley C site. In conjunction with the park and ride and freight yard.	9960-5-5189		/		
Tractivity 1202	Public	Stage 2	11. Any other ideas or comments? Again could this be a site for a linked accomodation campus.	9960-5-5923			/	
Tractivity 1203	Public	Stage 2	4. Any other ideas or comments? Despite your attempt to dilute this issue by including the Bridgwater campuses you know very well the objections to the onsite campus. I and most local residents are very strongly opposed to your siting and manning of the on-site campus. IF it were to be moved to say the NW corner of your site and the number of beds reduced to say 200 workers, then it could be accepted.	9961-5-1846			/	
Tractivity 1205	Public	Stage 2	4. Any other ideas or comments? Construction workers should be housed in a temporary camp near to Dunball interchange. Also a direct Dunball to Hinkley route could be used by construction workers thus taking great pressure off Bridgwater and Cannington	9963-5-1801		/		
Tractivity 1210	Public	Stage 2	4. Any other ideas or comments? Hinkley point C site not justified. EDF encourages do not support this camp	9968-5-1553			/	
Tractivity 1216	Public	Stage 2	2. Any other ideas or comments? Sad at the loss of all that farming agricultural land. Do not want a campus on site.	9974-5-444			/	
Tractivity 1219	Public	Stage 2	9a. Any other ideas or comments? It needs to be where current facilities are and to make use of brown fields sites instead of green field sites.	9977-5-4744			/	



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Tractivity 1223	Public	Stage 2	9c. Any other ideas or comments? As far as it goes. More should be accommodated on site to reduce environmental impact of transport.	9981-5-4781				
Tractivity 1235	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Yes, please move them closer to the site in hinckley.	89501-5-252		/		
Tractivity 1244	Public	Stage 2 Update	It is important workers are spread equally to prevent clogging of local services, supermarkets in the area need to know that stock will need to be replenished quicker.	89510-5-537			/	
Tractivity 1246	Public	Stage 2 Update	I think that the on site campus should be a good deal larger, thus easing the pressure on Bridgwater's infrastructure. If only 600 workers are coming from outside Somerset, why do we need so many bed spaces?	89512-5-345			/	
Tractivity 1253	Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans? Really good more space. living accommodation. Helping people out in every way possible.	89519-5-787		/		
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? I do not feel that there should be any workers??? accommodation campus in the village of Shurton. There are no facilities in the village and an influx of 520 workers will swamp the hamlet of around 100 residents. It is completely unfair of EdF to force such a vast number of workers along with all the other disruptions that will be enforced on the local residents. EdF will be building on a Greenfield site, completely destroying habitats and adding further pollution as the site is constructed. There will be so much light, noise and dust pollution created by the preliminary works, I feel it is completely unacceptable to add further misery to local residents.	89563-5-426			/	
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	I believe that larger communities such as Bridgwater are much better able to cope with the influx of workers.	89563-5-1164		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1301	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Unsatisfactory that there is still to be an on-site campus. The slightly lower proposed number will still completely outnumber residents and will prove to be a huge intrusion to a struggling rural community. Lack of legacy benefit coupled with a derisory offer for community use of the two 5-a-side pitches (with no changing facilities) is totally unsatisfactory. These facilities plus the workforce should be accommodated in communities where social cohesion will be promoted and will provide legacy benefits.	89567-5-334			/	
Tractivity 1303	Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans? Personally I would like to see the number of site located workers increased.	89569-5-2437		/		
Tractivity 1344	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	In Combwich the changes are negligible - 10 hectares instead of 13 is insulting. Combwich seems to be ONE of your main sites. It is ridiculous to build workers acc at HPC. How will this be a blend in the community?	89610-5-2200		/		
Tractivity 1347	Public	Stage 2 Update	There is no obvious reason for so many people to be housed on site, better if they were more dispersed in the community.	89613-5-280			/	
Tractivity 1351	Public	Stage 2 Update	Accommodation reduced from 1925 to 1510 bedspaces will result in more road traffic and congestion. 415 less bedspaces plus 600 additional workforce equate to approximately an additional 20 bus loads of people moving through Bridgwater.	89617-5-416		/		
Tractivity 1351	Public	Stage 2 Update	Noted that there will be 190 fewer bed spaces resulting in greater transport movements. New Dunball link road will alleviate traffic through Bridgwater from surrounding areas as identified in EDF Figure II.	89617-5-1708			/	
Tractivity 1356	Public	Stage 2 Update	You have not justified the need for such a LARGE work camp at Shurton for Hinkley C	89622-5-195			/	
Tractivity 1357	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Would not be in favour of Housing development in Shurton. We were informed by planning when we moved here that no further development would be allowed in Shurton.	89623-5-434			/	

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Tractivity 1365	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? A move in the right direction but, still far too many to be accommodated, to be acceptable, on the sites.	89631-5-0			/	
Tractivity 1367	Public	Stage 2 Update	Any reduction at the Hinkley site is welcome.	89633-5-220			/	
Tractivity 1371	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	I dont think a slightly smaller accomodation blockk will have much effect on us living so close to the site but a small reduction is better than none	89637-5-426			/	
Tractivity 1375	Public	Stage 2 Update	The number of workers on site is still too high and the hostel is still not wanted. There are other options which should be used such as Paddons in Stogursey	89641-5-71			/	
Tractivity 1378	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Keep out of Cannington	89644-5-0			/	
Tractivity 200	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  To have the accommodation directly next to the c site would cut down on the travel requirements and would not require invasive building at village locations.	8908-5-2423			/	

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Tractivity 204	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am not in favour of a large accommodation site located at the facility because, from my own knowledge of similar solutions (the channel tunnel construction site, for one), there was a massive local increase in crime and violence, not to mention inevitable conflict with the locals. The local area is too sparsely populated to absorb so many incomers and the existing socio-economic mix of the area would be adversely affected. Most residents are here because of the high quality of life the existing mix offers and would suffer serious adverse effects should this solution be adopted. Whilst I appreciate that this proposal is aimed at reducing traffic volumes in the area, I suggest that either a lower number be accommodated on site and more use made of the park and ride scheme, or that the staff be accommodated in smaller groups over a greater geographical area.</p> <p>Alternatively, train more local people and reduce the requirement to import you</p>	9335-5-4171		/		
Tractivity 212	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>We do not agree with agricultural land being used as an accommodation campus/freight/park &amp; ride facility in Cannington (South) as it is a flood plain and far too near existing residential village family homes. It would increase our village size nearly half again. It has the potential to cause noise/light pollution 24 hrs/day. The anxiety/possible threat to homes etc perceived by the families/senior citizens alongside a campus of some 200 probably mainly men is not acceptable.</p>	8917-5-2322	/			
Tractivity 224	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation of workers to be best placed at or near the site of construction.</p>	8926-5-2460	/			
Tractivity 228	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation should not be concentrated in Cannington but be nearer the site, built as a temporary structure that is removed on completion.</p>	9338-5-1275	/			

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Tractivity 228	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation should be on one site near the construction site.</p> <p>If not practical it should be divided into smaller campuses and not overload any village.</p> <p>The use of the word legacy is misleading as a legacy suggests an improvement we consider these buildings are not a legacy to improve the lives of the village people. They form part of someones grand plan to have university status in the guise of Bridgwater College.</p> <p>It is for the people of Bridgwater and Williton to decide if they want this development.</p>	9338-5-3657	/			
Tractivity 242	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation of 700 people on site is inpractable. There are no leisure facilities for this number, and building these would only add to a very busy work site. Surely it would be more practacle to accomodate these site workers in the local towns, which would add to their economy, whilst keeping the very local villages quiet.</p>	8938-5-1498			/	
Tractivity 244	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Siting accommodation in the Bridgwater/Cannington are - rather than Williton - would reduce traffic pressure on the saturated A39. It would also benefit from closer existing access to railway &amp; motorway links. Train frequency to Bridgwater should be increased.</p>	9340-5-2049			/	
Tractivity 264	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation should be as near to the M5 motorway as possible. The A39 &amp; A358 roads are both designated as red routes making them exceedingly dangerous roads both roads are liable to be become impassable because of flooding in times of persistant heavy rainfall it would therefore make sence to keep hostel accomodation as close to the site &amp; motorway as possible.</p>	8953-5-905			/	
Tractivity 268	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Havinf 700 singl men in temporary accomodation remote from facilities is a recipe for disaster! Spreed the personnel out amoungst the local area- this puts money into communities and your guys will be happier (assuming this isn't 700 imported french workers?)</p>	8957-5-2797			/	

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Tractivity 280	Public	Stage 1	4. Any other ideas or comments? Buy more land at Hinkley Point and keep more workers on site. What is there for 320 people to do in Cannington? You could build a bigger car park there as well (Hinkley Point)	8969-5-916			/	
Tractivity 284	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton - not appropriate in almost all aspects	8972-5-2053		/		
Tractivity 285	Public	Stage 1	4. Any other ideas or comments? I think all workers' accommodation should be either on-site or as close as possible. Transport, even park and ride schemes will increase traffic on already pressurised road system	8973-5-915	/			
Tractivity 286	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The A39 from Williton to Nether Stowey is already too congested at times, so accommodating workers there does not make sense. An onsite campus does not provide legacy for the local area.	8974-5-2378		/		
Tractivity 288	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I have no objection for a new power station at Hinkley Point. But in order to minimise disruption and inconvenience to local villages, it makes sense to me to centralise freight/transport and accommodation at Dunball with a private road for construction only as directly as possible to site.	8976-5-3554			/	

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Tractivity 292	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>1. Why only 700 workers onsite? Your consultation says that each campus will have its own recreational and social facilities. If so, why not have a temporary small town at Hinkley with all facilities, with all the well-behaved workers enjoying a happy, healthy lifestyle with no transport problems for work?</p> <p>2. 'Long term legacy' really means planning gain by planning process exemption, alienating precious green sites adjacent to A and B.</p> <p>3. As far as Williton is concerned, the access points are on to narrow, busy main roads with junction hazards, more village centre congestion and a long road journey to Hinkley Point. The choice of Williton at all is remarkable, as it is much further away than the other sites and is not a commuting location for existing Hinkley Point employees, who are overwhelmingly located east of the Quantocks.</p>	8980-5-3164			/	
Tractivity 294	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>There is no need to have a campus in Cannington as one on the proposed site for 700 with a few extra won't make any difference. Also, in the public enquiry 1989, it was agreed that one would not be built here anyway.</p>	8982-5-2130		/		
Tractivity 301	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Build further out of the village to minimise impact on residents. The two sites chosen are not appropriate. Williton is too far away from Hinkley.</p>	8989-5-2006	/			
Tractivity 303	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>All construction accommodation should be on site and not sited in local villages. This would eliminate the need for fleets of buses to be used to transport them to work. Also why should Burton &amp; Shurton be get their requests addressed and Cannington &amp; other villages lumbered with transport and accommodation problems. We don't want it.</p>	8991-5-960	/			
Tractivity 303	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>A new power station is greatly needed but it should be contained more on site with far less disruption to the communities of Cannington, Combwich and Williton ie your Park and Rides and workers accommodation and freight facilities should be housed at Hinkley.</p>	8991-5-5027		/		

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Tractivity 314	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The thought of 200 workers mixing with students in Cannington is horredous. The impact on Willitonwould also be disproportionate. I think Bridgwater could absorb the influx better. As for privately-rented accomodation, this would be required for B Station outages.	9002-5-2582		/		
Tractivity 315	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  WHy has Nether Stowy, Holford, Kilve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustucture will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.	9003-5-2021	/			
Tractivity 318	Public	Stage 1	4. Any other ideas or comments?  Accomodation should all be on site for construction workers.	9006-5-1149a	/			
Tractivity 318	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  320 workers located in a small village (Cannington) would create an unwelcome Dodge city environment. All the workers should be houred on Hinkley Point Site and the promise of the long term benefits to Cannington College will not alleviate the social and environmental impact on Cannington village residents including Brymore farm school staff, students and their families.	9006-5-2793	/			
Tractivity 321	Public	Stage 1	4. Any other ideas or comments?  The siting of a hostel for 700 men in Shurton is totally unrealistic. My family and I lived through the construction od Stations A and B and it was not a happy time. Why not use the site of the cellophane fatory in Bridgwater? Plenty of space there and much better facilities for the men in their free time.	9009-5-1225	/			
Tractivity 322	Public	Stage 1	5. Please give reasons for your preference  The land to the east of Cannington and North of Bridgwater is more suitable for accomodation than the Williton sites.	9010-5-1290			/	



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Tractivity 322	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The idea of campus accomodation in Williton is crazy. The local roads just can not cope with any extra traffic. There seems to be an accident almost weekly and roads are then often closed by the police for 5-6 hours. The A39 Williton to Cannington is one of the most dangerous in SOMerset and Can not cope at present. It is also craxy to consider a site in Williton aojacent to a care home and hospital or on an area which has some flooding.	9010-5-2552			/	
Tractivity 322	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  All sites especially accomodation should be concentrated to the N2W of Bridgwater with a Bridge over the Parret near Dunball to link to a road into Combwich wharf and Cannington Eastern bypass. Dunball has good motorway A38 and even possible rail connections and maximum use here keeps traffic etc out of bridgwater what about using the now redundant orpance factory site at Puriton which is rail connected.	9010-5-4582	/			
Tractivity 326	Public	Stage 1	4. Any other ideas or comments?  a) access to Hinkley has not been thought through enough. Access through urban Bridgwater on narrow roads on to the already congested A39 will cause impossible congestion and safety problems.  b) accommodation in Cannington must not take place on precious recreational land e.g. Pitch and Putt golf course.	9014-5-1049		/		
Tractivity 326	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I suspect this accommodation at Cannington College is on the pitch and putt golf course. It cannot be right to build right in the centre of the village on a beautiful open space providing almost the only recreational activity for families in the village. I live 8 feet from the boundary hedge to the pitch and putt course.	9014-5-2507			/	
Tractivity 333	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  More accomadation needs finding in Bridgwater. Where there are more facilities for the workers to use.	9021-5-2399	/			

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Tractivity 341	Public	Stage 1	4. Any other ideas or comments? Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?	9029-5-1061			/	
Tractivity 343	Public	Stage 1	4. Any other ideas or comments? I would like EDF to consider using my land which is opposite the proposed site for accommodation at the junction of the A38 and A39 which leads to junction 23 of the M5. Apparently it was not considered originally because of claims that it was required for other purposes. I can assure you that know other party has an interest in my land with the exception of my former wife.	9031-5-906	/			
Tractivity 352	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I think the workforce will be welcome and should become part of the local communities which need fresh impetus and new ideas. It is a return to 60's. Not keen on the chaps being hosed out at the site in what is virtually no man's land.	9040-5-3217			/	
Tractivity 353	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. i think that there is no reason why temporary workers cannot be accommodated at hinkley point site and not in the local area. this will also reduce the number of vehicles reqd to travel to site daily.	9041-5-2316			/	
Tractivity 354	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Need more information on impact on Cannington village. Currently facilities (eg Shop, recreation etc) would not support up to 320 workers. If new facilities provided - where would they be and could villagers use them If new campus site built would it edge right onto existing village housing (eg Mill Close, Clifford Park etc) or would there be "green space" (eg landscaping, planted woodland etc) to separate If accommodation site is agreed in Cannington then park and ride should not be. To have both is far too much in one small village	9042-5-2108			/	
Tractivity 358	Public	Stage 1	4. Any other ideas or comments? green sites should not be used, there are empty redundant brown sites in Bridgwater	9046-5-929	/			

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Tractivity 381	Public	Stage 1	4. Any other ideas or comments? I think at the end of the day accomodation and transportation should take place from the East of the site, because of the road infastructure between the motorway and the site is better than that to the West where the A39 is inadequate to take greater tranfic flows	9067-5-1253			/	
Tractivity 382	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Accomodation needs to be as near to the site as possible, without overwhelming villages. Has Taunton been considered? Cannington and especially Bridgwater and Taunton have more facilities to deal with the large number of mainly single males. Also the future use of buildings eg as student accomodation or hotels etc is more certain in the larger towns. Williton has no need of student accomodation nor another hotel. The Williton east site is not suitable for care home etc., due to lack of public transport. The use of some local tourist accomodation sites which would like to expand eg Court Farm, Donniford, would be much more of a long term legacy to benefit the area by encouraging tourism after construction phase is complete.	9347-5-2971			/	
Tractivity 386	Public	Stage 1	Any community benefits for the villages of Cannington, Williton and Combwich will be completely outweighed by the environmental impact of the EDF proposals. Bridgwater, which is in need of rvitalisation could benefit from additional workers accomodation, freight handling depots and park and ride facilities.	9071-5-3623			/	
Tractivity 391	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Small and targetted accommodation settlements in the area will keep workers money in the local community	9076-5-3116	/			
Tractivity 398	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Rural villages not suitable for campuses. Bridgwater campus could use the Dunball to Combwich by pass.	9082-5-2350			/	

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Tractivity 411	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The construction workers should be accommodated on site to avoid disruption to villages which could not cope with extra people. The road situation , with particular reference to the road between Cannington and Williton, Does not need extra traffic.	9093-5-2067	/			
Tractivity 412	Public	Stage 1	4. Any other ideas or comments?  Using Williton, a small village to house 700 workers is not acceptable - we are a small community and we cannot cope with this amount of new people entering the village. Why not build a site nearer to Hinkley?	9094-5-915		/		
Tractivity 414	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton is not suitable for campus accommodation as the village is a considerable distance from Hinkley and it will only cause congestion and a strain on local services.	9096-5-2061	/			
Tractivity 415	Public	Stage 1	4. Any other ideas or comments?  Accommodation should be provided as near as possible to the construction site. Cannington and Williton are too far away, and the journey time is unacceptable.	9097-5-1016	/			
Tractivity 415	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All workers should be accommodated as close to the site as possible, or at Nether Stowey, which is nearer than Williton.	9097-5-2462	/			
Tractivity 424	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Housing workers at Williton would have a detrimental impact on the social economics of an already deprived area with no benefits. The area is too far from Hinkley travel times and transportation adding to the environment. Cannington or Bridgwater would benefit far more.	9106-5-2002			/	
Tractivity 434	Public	Stage 1	4. Any other ideas or comments?  Workers accommodation should be provided as close to the site as possible in order to reduce the need for transport on our already over-congested roads. We are against the construction of hostel accommodation on greenfield sites in Williton.	9113-5-967	/			

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Tractivity 434	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>We oppose the building of hostel accommodation and park and ride facilities on greenfield sites in Williton. There are a number of brownfield sites in Williton which might be suitable for smaller scale developments that would be in keeping with the existing village. Williton does not have the facilities to support a large number of construction workers.</p> <p>The A358 and A39 are already dangerously over-congested. We believe that the bulk of any new workers accommodation should be situated close to Hinkley Point and any necessary park and ride sites should be close to the M5 in order to reduce the increased traffic on local roads.</p>	9113-5-4526	/			
Tractivity 435	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>You should build more houses, not hostle.</p> <p>You should get famlies to move clouser, not just the workers.</p>	9114-5-939	/			
Tractivity 443	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As it appears the vast majority of the Williton population are against any campus in Williton it would seem reasonable to ballot all of the residents for an accurate response, before any further proposals are made.</p>	9122-5-2008		/		
Tractivity 444	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation should be close to the site to minimise the need for transport to work; but on - site accommodation is undesirable since this will increase the need for workers to travel for social and other purposes. Accommodation should be sited in existing communities and at a scale that is capable of being absorbed into those communities.</p>	9123-5-3084	/			
Tractivity 448	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Putting extra traffic on an already dangerous road not sensible. Proposed sites in Willition too far from Hinkley Point. No Guarantee that accommodation will be used for benefit of existing local community.</p>	9126-5-991			/	
Tractivity 456	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Keep accommodation as close as possible to the site.</p>	9133-5-3459	/			

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Tractivity 461	Public	Stage 1	4. Any other ideas or comments? Accommodation centres should be spread around 2 or 3 sites.	9138-5-1286			/	
Tractivity 464	Public	Stage 1	4. Any other ideas or comments? My views, and a lot of comment from those I have spoken to, are that the accommodation for the construction phases should be on the site together with whatever is available in the area. This would mean that the transport arrangements should also be significantly changed. What is required is a proper Bridgwater bypass from one of the M way junctions. I do not believe that park and ride and goods transfer yards could be properly managed.	9141-5-1765	/			
Tractivity 469	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is totally unsuitable. The sites are both greenfield and should be sacrosanct. It is too far west these workers need to be close to motorways (for those able to return home at weekends) and large towns (with clubs, bars, cinemas etc). Taunton should be considered as well as Nether Stowey, which has expressed an interest in having such a campus. If it is still necessary to house workers in Williton, then it should be in smaller units built on brownfield sites (as confirmed by Williton Parish Council). If you are insistent upon destroying greenbelt land then site at Wil-A Mamsey House would cause for less disruption and affect far fewer residents than Wil-B. However, I am totally against any type of accommodation at Williton, as already stated.	9145-5-1952			/	
Tractivity 469	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf? Have you considered purchasing a second-hand Cruise ship which could be moored at the Wharf and used to housing many of the workers? This would be much cheaper than building campus style accommodation as proposed.	9145-5-3928	/			
Tractivity 472	Public	Stage 1	4. Any other ideas or comments? I don't want the accommodation campus or park and ride in this village.	9148-5-936		/		
Tractivity 475	Public	Stage 1	4. Any other ideas or comments? The A39 is archaic. A new road has been required since the second World War. Now it is the time to improve this road substantially. It will cost several million pounds but it needs doing! Accommodation: Proposals for Williton should be re-considered.	9151-5-893	/			

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Tractivity 475	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The proposed options at Williton should be reviewed to take account of:</p> <ol style="list-style-type: none"> <li>1. Both areas are potential flood risks (environmental judgment). Building will exacerbate this issue and almost certainly lead to major problems in the future for the village.</li> <li>2. Alternative sites should be more fully investigated. <ol style="list-style-type: none"> <li>a) Unused lorry park on road to Watchet (from A39 at Tropiquaria)</li> <li>b) Rising land to East of Williton - rising towards East Quantoxhead (East of railway line)</li> <li>c) Nether Stowey.</li> </ol> </li> </ol>	9151-5-2545	/			
Tractivity 475	Public	Stage 1	<p>11. Any other comments?</p> <p>More emphasis on A39 development please!</p> <p>Finally - whatever option is chosen for staff accommodation/parking etc in Williton, please return to Greenfield site on completion!</p>	9151-5-5477	/			
Tractivity 483	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Not Williton - Too far away</p>	9159-5-2036			/	
Tractivity 485	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am against the proposal to accommodate up to 200 workers in Williton. I feel this would have a detrimental impact on the village and can see no "long term benefits." A former hotel in Williton closed and had to be made into housing - I see no reason to think Williton will require another. I feel that Williton would not easily accommodate 200 male workers and I imagine they would look to Minehead or Taunton for entertainment so why not accommodate them there? The site ear marked to the East of Williton I consider unsuitable as access is poor and might even be dangerous. I imagine the associated traffic from the enormous park and ride facility would then have to negotiate its way through already congested roads, the village centre to gain access to the Bridgwater Road. What would be possible use of this park and ride facility at the end of the construction? I cannot see a use. What percentage of local people will be working at Hinkley and living in the proposed campus accommodation? How do EDF intend to police</p>	9357-5-1970	/			

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Tractivity 486	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation for contractors should only be available in bridgwater. Cannington is already going to be significantly affected. Many cannington residents work out Hinkley Point and have seen how the contractors behave. The MAJORITY of contractors drink after work daily and residents have seen first hand how they treat the village and its residents. They have little respect and can behave in an intimidating manner. I would not be happy for my children to walk around the village knowing that 350 men who travel all around the country, live here. It would be a far more unsafe environment.</p>	9161-5-914	/			
Tractivity 486	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>No accommodation should be made available in cannington apart from B&amp;Bs and privately rented flats. the village is already going to suffer enough. Build accommodation near another village or even better, bridgwater. The amenities are there to accommodate them and transport to Hinkley is still easy</p>	9161-5-2626	/			
Tractivity 488	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As already stated, I do not want to see any 'temporary accommodation' facilities for construction workers.</p> <p>Having seen the social devastation caused to Stogursey and its inhabitants when there were workers living in/near the village during the construction of the existing power stations, there is no way I want to see a repetition of this. The social impact (mostly negative) has endured for years after the construction was completed.</p> <p>If I was a parent of a residential student at the college in Cannington, I would be appalled at the prospect of up to 120 construction workers living in such close proximity to the college accommodation.</p>	9358-5-3339	/			
Tractivity 490	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>All Park and Ride, Freight handling and worker accommodation should be sited on brownfield sites or land already earmarked for industrial development, i.e north of Bridgwater. Certainly not in a rural location such as Cannington.</p>	9164-5-936			/	



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Tractivity 490	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Cannington is a peaceful rural community and the building work you are proposing in this area is to the detriment of the village community and, therefore, NO AMOUNT of benefits from EDF would replace this. Bridgwater is already industrialised and, therefore, it makes sense for the park and ride, freight consolidation, construction worker's accommodation, road network, etc., to be built there.	9164-5-3946	/			
Tractivity 490	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  We are not against the development of a nuclear power station at Hinkley Point, but we are against your proposals for building development in Cannington and the proposed road options to Hinkley Point. We believe that relevant buildings and roads should come directly from Bridgwater and bypass Cannington altogether joining the Combwich road past the village.	9164-5-4847	/			
Tractivity 505	Public	Stage 1	.  I am sure there is plenty of fields on the outskirts of Bridgwater to house all the people that will be needed to build the new power station	9178-5-2435	/			
Tractivity 507	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  1. Why locate 200 workers 15 miles from the site down a long and winding road- a road on which it is almost impossible to pass and which is frequently closed for long periods due to accidents?  The A39 is already over-used by HGV's at all hours of day and night by buses, farm vehicles and other slow moving traffic during the day. Additional traffic will only exacerbate the situation. Why would EDF and its contractors wish to accommodate people in a location from which timely attendance on site cannot be guaranteed? What guarantees can EDF give that all workers would use the proposed bus services rather than their own vehicles?  2. Both Williton sites will result in increased traffic through the village centre. The A39 and A358 are both used to capacity. During the summer months traffic is frequently at a standstill in the village centre and beyond.  3. The site to the west of Williton is on a flood plain (see the Environment Agency's flood mapping) contrary to the statement made on your	9359-5-4128			/	
Tractivity 509	Public	Stage 1	The campus should be much further away from the southern edge of the site.	9181-5-1172	/			

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Tractivity 509	Public	Stage 1	Also, the proposed campus accommodation is claimed to be sited furthest away from most existing homes. This is not the case and it should be moved north towards the coast.	9181-5-4835			/	
Tractivity 510	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  See my comments on point 4. Any accommodation building at Cannington Village or Williton must be avoided at all costs- these places should remain unspoilt. Cannington College must be the best judge of whether they have need and space for additional buildings. If you insist on campuses being built then Bridgwater Junction 23 is least of the evils, but that creates problems in transporting the workers to and fro. Keep accommodation on or immediately adjacent to the site, keep it of a temporary nature and remove as soon as construction is finished returning the land to its original state. You are proposing to build facilities at various places in a beautiful quiet unspoilt area of Somerset. Please do not wreck it by covering bits of it in tarmac and 'facilities' that are not wanted and once construction is complete, destined to become eyesores and white elephant.	9182-5-3482	/			
Tractivity 512	Public	Stage 1	On site cuts out a lot of unnecessary travel. Bridgwater is a larger town for recreational activities for workers and provides east access to Bristol and Exeter for the same purposes.	9184-5-2447	/			
Tractivity 515	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  My preferred option is nothing, however if there must be something then I go for Mamsey House for the campus. With a future legacy being leisure i.e. swimming pool with disabled access.	9187-5-1945			/	
Tractivity 518	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Both Williton sites are on a flood plain. The site to the East of Williton is in the parish of Sampford Brett. Therefore there should be no build because of small village and no amenities. This site will also have an impact on adjoining residences.	9190-5-1995			/	
Tractivity 519	Public	Stage 1	Williton Campus- too far away from Hinkley Pint better sited villages: - Stogursey - Nether Stowey Why which/either not suggested?	9191-5-2351	/			
Tractivity 522	Public	Stage 1	I am not familiar with Cannington. Bridgwater could provide brownfield site.	9193-5-2151	/			

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Tractivity 529	Public	Stage 1	4. Any other ideas or comments? Why on earth don't you build all their accomodation on site? The A39 is a nightmare of a road especially in summer with Butlins holiday camp.	9200-5-891			/	
Tractivity 531	Public	Stage 1	4. Any other ideas or comments? Not an option. Accommodation should be on the work site. All you propose doing is defacing other areas.	9201-5-945		/		
Tractivity 531	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Keep the workforce near the site! We havve nohing to offer this proposed influx of people, nor the police force and all services to cope. Strain on surgeries and schools.	9201-5-2122		/		
Tractivity 531	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? Obviously a new power station is a necessity for the future but the possibility of a workforce housed here is not an option. Why travel all that distance. What has happened to the time and motion study?	9201-5-3695		/		
Tractivity 534	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Put them up on Hinkley Point land.	9204-5-2172			/	
Tractivity 537	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? The idea that the siting of hostels and commerical operations (firght handling and park and ride) in a small community like Cannington could be acceptable to residents is almost unbelievable. I believe that the 1989 inquiry stated that Cannington should not be involved in future Power Station developments, partly as a recognition of the problems endured during the building of A and B Station. Futhermore, many environmental issues would also result, including greatly increased flood risks, particularly on land to the south of the village through to the centre of the village. The area adjacent to Cannington Brook regularly floods and any significant development of this land will cause the excess water to put many properties at serve risk of flooding and devaluation. These operations should be sited on the outskirts of Bridgwater, and away from residential areas.	9362-5-5535		/		

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Tractivity 539	Public	Stage 1	As a non resident of Cannington or Williton I feel unable to comment on these proposals. Onsite accommodation seems sensible but I think 700 is too many, relative to the size of the local population (Stogursey and Hamlets). I don't think workers should be accommodated on the college campus, even if it is an obvious moneyspinner for Bridgwater College. There are too many immature and vulnerable young people at Cannington College for such a mix. Are all the workers and their visitors going to have CRB checks? Bridgwater seems a sensible location for campus as there is land which needs to be redeveloped. More money might come into the towns businesses and there is easy access to the M5.	9208-5-3375	/			
Tractivity 540	Public	Stage 1	4. Any other ideas or comments? Very concerned as to the sites (proposed) in Williton- there is not the infrastructure to sustain another 200+ people. Road access to both sites is not good. Road Access along A39 to Hinkley is already over crowded with large vehicles and during summer months with holiday caravans. During the year there is heavy traffic going to and from Butlins causing long delays.	9209-5-999	/			
Tractivity 541	Public	Stage 1	4. Any other ideas or comments? There are massive traffic implications of routing construction and contractor's vehicles through Bridgwater on to the A39, to Cannington. Even with the existing level of traffic, if there is any hold-up on the A39 in the surrounding area, gridlock soon results on the major roads and smaller lanes become clogged with drivers trying to avoid the trouble. The additional traffic proposed would be disastrous for the whole area.  The proposal to site workers' accommodation within the parish of Cannington is wholly unacceptable. The social impact on our small community of an influx of the proposed 320 workers will destroy the character of our village. Experience elsewhere has shown that having such workers away from home with a lot of free time has resulted in anti-social behaviour including drink, drugs, violence and crime.	9210-5-883	/			
Tractivity 541	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The vast majority of workers should be housed at the Hinkley site with EDF having the responsibility for and bearing the cost of any problems.	9210-5-3485	/			
Tractivity 542	Public	Stage 1	4. Any other ideas or comments? Accommodation needs to be on site or as close as possible on the North side of Bridgwater to stop all traffic having to go through the town. Also it needs to minimize travel to and from the site.	9211-5-1144		/		
Tractivity 542	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Why not accommodate everybody on site.	9211-5-2458			/	

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Tractivity 542	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  In conclusion 1. Do nothing at all around Williton. 2. Build new road around Hinkley Point North of Bridgwater. 3. Accommodate all workers on Hinkley Point site. = minimum disruption to the whole area.	9211-5-5014		/		
Tractivity 543	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  You are proposing to take over enough land by the existing site, site these campuses there.	9212-5-2269		/		
Tractivity 544	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think all of these options will have a highly negative impact on local communities. Even if there is temporary campus on site the workers have to go somewhere for relaxation when off duty and they will be using the village. There is no good option. Somerset has a thriving tourist industry - your development is likely to destroy this. I don't think campus accommodation is likely to have a potential long term legacy use. Of all the options Bridgwater is possibly the most likely to work out effectively as there is more infrastructure for workers to link into social activities etc.	9213-5-3000		/		
Tractivity 545	Public	Stage 1	EDF should consider a policy of disposal throughout Williton, Watchet and Minehead.	9214-5-2197			/	
Tractivity 546	Public	Stage 1	4. Any other ideas or comments?  Concentration of Park and Ride facilities should be at major centres Bridgwater and Taunton, with majority of accommodation.	9215-5-1810		/		
Tractivity 547	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think the villages would possibly absorb 120 workers using college accommodation. However to build campus accommodation that will potentially cause problems and have no long term benefits is clearly not favourable. I think any accommodation needs to be in a town where there is a choice of evening activities.	9216-5-2463	/			

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Tractivity 549	Public	Stage 1	4. Any other ideas or comments? The proposed sites of large accommodation areas should be reconsidered. The workforce should be located in much smaller numbers in or near the local communities. This would be less likely to cause opposition from the locals. This would spread the economic benefits more widely throughout the area. It may be the cheapest and most practical methods of accommodation.	9218-5-1255	/			
Tractivity 550	Public	Stage 1	700 workers situated in shurton is too many and will have a detrimental effect on the local population.	9219-5-2056			/	
Tractivity 550	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I feel workers would be happier if they were situated somewhere that had better amenities i.e. cinema, pubs, otherwise they will become bored living in the middle of nowhere. The rate of drink driving will increase, accidents etc.	9219-5-3283			/	
Tractivity 552	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Use of "brownfield" sites - e.g. Cellopham* works site. Not in favour of use of guesthouses and caravan parks as Somerset relies on housing trade.	9221-5-2050	/			
Tractivity 562	Public	Stage 1	4. Any other ideas or comments? All travelling workers and engineering staff should be housed adjacent to the site. Single encampment only. The site should be accessed by a road. From the North of Bridgwater (A38) joining the Hinkley Point road as near to the site as possible - i.e. bypass Bridgwater and Cannington.	9231-5-936	/			
Tractivity 562	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. 1. All travelling workers and engineering staff should be housed adjacent to the site. 2. Additional capacity should not exceed 10%.	9231-5-2340		/		

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Tractivity 562	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  The greatest benefit you could bestow on the community is to keep all off site accommodation and facilities as far away from Bridgwater, Cannington, Combwich and any village as possible.	9231-5-3493		/		
Tractivity 564	Public	Stage 1	4. Any other ideas or comments? Provided it is to the South of Cannington.	9233-5-900			/	
Tractivity 577	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Transportation should be minimised to on-site accommodation is preferable.	9246-5-2217		/		
Tractivity 579	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  A power station is needed but I live in Williton and can see no reason why we should have buildings for workers. We chose to live here and my husband travelled to Hinkley Point- no need for extras here!	9248-5-3815		/		
Tractivity 586	Public	Stage 1	4. Any other ideas or comments?  The proposed use of Williton as a 'hostel' area is ridiculous. The village is small and does not have the infrastructure to absorb the number of people expected. Bridgwater is a much more sensible site for hostel construction and for regular transport access.	9253-5-1011	/			
Tractivity 590	Public	Stage 1	4. Any other ideas or comments?  A by-pass/ring road from Dunball and passing north of Cannington would make much more sense, not only to Cannington but Bridgwater residents in avoiding any increase in traffic congestion along the A39, particularly at peak times.  The Park & Ride Facility, accommodation for Workforce and the Freight Consolidation facility could be located much near the construction site.	9256-5-926	/			

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Tractivity 594	Public	Stage 1	4. Any other ideas or comments? The initial proposals are ludicrous and unacceptable to the residents of the local villages, particularly to those of Cannington. The freight consolidation sites and accommodation should be built in Bridgwater near to the motorway junctions. The construction workers can be easily accommodated in Bridgwater without such a huge impact on our village [Cannington].	9260-5-890	/			
Tractivity 595	Public	Stage 1	4. Any other ideas or comments? If the workforce was spread over a larger industrial area there is likely to be less opposition from the local communities.	9261-5-1152	/			
Tractivity 596	Public	Stage 1	4. Any other ideas or comments? If the direct route from Dunball as suggested in comment 5 was adopted temporary accommodation could be provided along its route at sensible locations this would remove the need to impact the area around Cannington any more than was absolutely necessary. The campus accommodation at Bridgwater may cause some initial concerns but when shown the financial benefits of the as money would inevitably flow into the local economy.	9262-5-1317			/	
Tractivity 596	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The Bridgwater accommodation would provide the best solution to the issue as Bridgwater would absorb the influx more easily than the surrounding villages such as Cannington and Williton but even Bridgwater would struggle with an additional 500 people without some extra leisure facilities that would assist in the integration of the construction workers as they would be living here for up to ten years and could not be left isolated for that period of time.	9262-5-3141			/	
Tractivity 597	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Think the 700 workers that are going to be housed in Shurton/Hinkley should be put on site in Bridgwater. There are lots of 'nightlife' - pubs, medical centres, dentists for the work staff - a no go at Williton. Nothing for the workers to do - full up with holiday traffic - Williton is a car driver's nightmare in the summer - put them all in coaches, mini buses from Bridgwater - a much better plan for everyone!!!	9263-5-2894			/	
Tractivity 599	Public	Stage 1	4. Any other ideas or comments? We would like to see more temporary accommodation closer to the construction site.	9265-5-1180			/	



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Tractivity 599	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We would like to see more temporary accommodations close to Hinkley. We have 30 acres at Wick where we could accommodate some some of these uses.	9265-5-2401		/		
Tractivity 599	Public	Stage 1	10. Do you have any comments on our proposals in relation to training and business opportunities?  We are close to the site. We could create office and training facilities and a temporary caravan site and or other accommodation.	9265-5-3925		/		
Tractivity 601	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All temporary accommodation to be on site.	9267-5-2061			/	
Tractivity 602	Public	Stage 1	4. Any other ideas or comments?  The A39 access road is already overused by commercial, agricultural and private transport. Holiday traffic in summer results in regular snarl-up. Any accident causes gridlock within the whole area. Accommodation should be at Hinkley Point.	9268-5-1301		/		
Tractivity 603	Public	Stage 1	4. Any other ideas or comments?  Could you not accommodate a lot of people on a redundant cruise liner. Less traffic, in-house entertainment - far less impact for the locals.	9269-5-1110		/		
Tractivity 604	Public	Stage 1	4. Any other ideas or comments?  The A39 is a much used road by commerical and agricultural and holiday traffic particularly in summer. Any accident causes grid-lock all around Bridgwater. Temporary accommodation would be better sited at Hinkley Point.	9270-5-1277		/		
Tractivity 604	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The sizr of the extra accommodation proposed is too large to be absorbed into Cannington. There are no shopping facilities and few recreation oppertunities in Cannington or parking spaces for the extra cars.	9270-5-2807		/		
Tractivity 606	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I can see no reason for not housing all workers on site.	9366-5-1951	/			

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Tractivity 614	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation for workers needs to be as close as possible to the work site to reduce transport requirements.	9278-5-2629		/		
Tractivity 615	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I would prefer these facilities to be in Bridgwater, where there are adequate amenities and facilities for the workers without disturbing the village	9279-5-2043		/		
Tractivity 615	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I feel the most important thing in my mind is that they put the off site developments in Bridgwater in the regeneration of Bridgwater. This would prevent smaller communities being affected.	9279-5-3832			/	
Tractivity 616	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I think that EDF need to re-think their current off-site developments. They should work out a plan that commits most of their developments to the Bridgwater regeneration projects, particularly the North East development of Bridgwater. Such a location would provide them with a space to base all campuses, training centres and park and ride facilities, without having to build on green belts, whilst also saving communities from the blight associated with such off-site nuclear builds.	9280-5-5866			/	
Tractivity 617	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I believe that only Bridgwater should be used for accommodation as the use of Cannington will destroy the present ambience of the village, and the facilities there are not sufficient.	9281-5-2575			/	
Tractivity 618	Public	Stage 1	4. Any other ideas or comments?  We are not yet sure what the final plans are but we are concerned that there will be a considerable increase in the volume of traffic through Shurton. We are also concerned about numbers proposed for construction workers on site. We understand that this will be for 700 people but we have noted the concern of Williton and Cannington and hope that the figure of 700 will not be increased.	9282-5-1071	/			

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Tractivity 619	Public	Stage 1	4. Any other ideas or comments? Hoefully this will bring back prosperity to the bridgwater area not seen since the 1970's. The road plan should provide for access to the Hinkely site from the m5 dunbale junction, which should have been built as part of the northern dist. rd.  the Village of cannington is only the size it is today due to housing being built for the construction of A & B sites. more housing needs to be built around the bridgwater/ Minehead area, this can only be good for the area.	9283-5-915			/	
Tractivity 620	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I don't think either of the Williton sites should be considered. Our roads are already over-crowded and during the holiday season are very dangerous for both motorists and pedestrians.  The idea of a park and ride is not practical, why don't you use buses, and what would all the workers do in their spare time. They need to be nearer Bridgwater or Taunton.	9284-5-3368			/	
Tractivity 664	Public	Stage 1	4. Any other ideas or comments?  Have you considered the old factory at (Audries) Quantocks Hill  Old Croft House Sit	9327-5-884			/	
Tractivity 664	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Mamsey site of Willtion	9327-5-2070			/	
Tractivity 671	Public	Stage 1	4. Any other ideas or comments?  How was this managed during the original building of Hinkley Point? Are there any lessons to be drawn from this experience? Accommodation should be concentrated as local to the site where there should be no impact on transport outside the area and necessary amenities and entertainment and policing need not be duplicated elsewhere. Spreading possible problems only multiplies them.	9334-5-1752			/	
Tractivity 671	Public	Stage 1	5. Please give reasons for your preference  As a non-resident of Cannington I feel any bypass should be with their full agreement. I only know that any farming of workers is hughly unpopular there.	9334-5-2235		/		

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Tractivity 671	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  As stated earlier- all residents should be housed locally for the reasons given. It must and can be done	9334-5-3392	/			
Tractivity 50878	Public	Stage 1	Question 6 Accommodation of workers Six possible sites for accommodation are listed: Campus on site for up to 700 - I would be in favour.  Campus accommodation for up to 200 on a site south of Cannington - I would reject this. Cannington is a small village and this would put a strain on it. There seems no advantage in having this accommodation in Cannington. If the proposed accommodation in Bridgwater were increased by 200, it would still be no larger than that on site, and Bridgwater would be better able to absorb it.  Campus accommodation at Cannington College for up to 120 - This might be more acceptable if the previous Cannington option were rejected.  Campus accommodation at Williton for up to 200 - It is very hard to see the merits of this idea, but the question must be for people living in Williton.  Accommodation in Bridgwater for up to 500 No comment. Use of existing accommodation No comment.	9393-5-6211	/			
Tractivity 60794	Public	Stage 1	(Personal information removed) called to voice his problem with the accommodation in Williton. He said he remembered flooding in that feed and that it should be looked into. He felt there should be an alternative option.	9401-5-0	/			

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Tractivity 62125	Public	Stage 1	<p>Proposed Campus</p> <p>We can see no justification for siting worker accommodation in the Williton / Sampford Brett area as it will only exacerbate traffic congestion on the A39. It would seem more logical to site the accommodation closer to the power station site and/or closer to recreational facilities such as on the outskirts of Taunton.</p> <p>Sampford Brett has a population of just over 200 people; to build accommodation for a further 200 people within our Parish ('Site B') would therefore almost double the population; we think this is disproportionate and therefore unacceptable.</p>	9413-5-336	/			
Tractivity 62129	Public	Stage 1	<p>we realise the country needs more energy and the government is hell bent on fast tracking nuclear power plants, maybe this is the right thing or not, my concerns are the way that EDF and local counsels are going about it, take the proposed development sites hear at Williton it outrageous to even think of carrying out this development both sites are high flood risk areas so no thought for local residence a huge development of this kind would create even more flooding then there is the road infrastructure, park and ride or no park and ride the roads are not fit for the extra traffic. EDF should go back to the 1980s proposal put a road link from Dunball to Hinkley Point keeping all traffic to one main road , park and ride could be North or South of Bridgwater, as far as accommodation is concerned either use existing ongoing developments and pos rental properties any other accommodation could be sited somewhere near the proposed new road thus saving fuel and energy which it is all about, leave the villages alone they would develop on there own as time goes on with Hinkley Point it is not rocket science</p>	9416-5-0	/			
Tractivity 62355	Public	Stage 2	<p>However, when my husband and I were talking about it, My husband came up with an idea that I wondered if you ever thought of?</p> <p>You need to house hundreds of workers! So why do you not house them on a Cruise Ship? This could be moored off Hinkley. These Ships are floating Cities with comfortable rooms, Entertainment, Medical and Leisure facilities, even Conferences rooms.</p> <p>You could ferry people to and from the ship to Hinkley and then just find a pace to park their cars during the time they are working but easy access when they return to their families, for a break, or need to shop in the local area.</p> <p>We do have a few bad storms but they are never as bad as other area around the coast. We are quite sheltered from a lot of the bad weather.</p>	10031-5-1527	/			
Tractivity 62385	Public	Stage 2	<p>- We gather that approximately 10,000 construction workers will be used on site over a 10 year period, and as the development area of Hinkiey is a large acreage, why cannot suitable and comfortable accommodation, amenity and entertainment areas be built within the development sector for the construction workers that surely would offer less pollution than transporting the workers and thereby reduce the park and ride buses?</p>	10048-5-5291		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62443	Public	Stage 2	As a resident of central Bridgwater my only concern relates to the location of the workers hostel.	10071-5-34		/		
Tractivity 62443	Public	Stage 2	I would have thought a hostel on site, with appropriate facilities, would be more suitable.	10071-5-485			/	
Tractivity 62443	Public	Stage 2	I recall a hostel was located on site during the construction of the B Station. Failing this a number of smaller hostels should be located across the area to dilute the impact.	10071-5-619		/		
Tractivity 62454	Public	Stage 2	Fm sure you are aware of the feelings of the people of Combwich. You intend to destroy our village by building a 33 hectre Fabrication and Freight Logistics site a mere 200 metres from residential properties. How on earth can you justify such a development. There must be 100 s of acres of land on the coast close to your Hinkley C site. If you super impose The Flamanville site next to the Hinkley point site you can see just how much room you have out there.	10078-5-689	/			
Tractivity 62568	Public	Stage 2	To sum up my views, I feel that EDF should look very carefully at their proposals for the area and place industrial units where there is already sites existing in Bridgwater and to bear in mind the ongoing problems that will no doubt arise, which local residents will have to bear the brunt of for the life of Hinkley C and perhaps further sites that may be built in the future.	10120-5-3421			/	
Tractivity 62572	Public	Stage 2	If EDF and their contractors ensure recruitment of the maximum number possible of workers locally, it will minimize the need for campus accommodation.	10123-5-1150			/	
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Comment  Having this number of contract workers is bound to be a source of irritation and possible bad behaviour. I'm pleased you have chosen sites in the town of Bridgwater which will cope better than the villages. Let's hope the builders come to do their job and do not cause trouble with the locals and vice versa.	10124-5-1814			/	
Tractivity 62577	Dual - Consultee with an Interest in Land and Public	Stage 2	- The hostels should all be sited in Bridgwater, which already has suitable facilities.	10128-5-5018			/	

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Tractivity 62582	Public	Stage 2	The accommodation for workers should be in Bridgwater where there are plenty of facilities for the workers.	10133-5-3346			/	
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	The Town Council would certainly not support the type of new accommodation currently envisaged, which we understand is likely to be in a single block at one location. Any new housing constructed should be designed in such a way as to be readily converted to family homes at the end of the construction period.	10220-5-11884			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	As previously indicated the Parish Council considers that there is limited potential for the development of workers accommodation and associated development in Nether Stowey. However, in considering any such development there will be an overriding need to ensure that the scale, location, and design of any proposals are in keeping with the existing village.	10226-5-12424			/	
Stockland Bristol Parish Council	Statutory Consultee	Stage 2	The workforce should be accommodated in Bridgwater, where there are the facilities and a Police Force to look after them.	10232-5-2630			/	
Wembdon Parish Council	Statutory Consultee	Stage 2	The changes to the plans for the location of labour camps and park and ride facilities all give rise to increases in traffic on the A39 between Bridgwater and Cannington. This will have a severe knock-on effect to traffic flows in Wembdon village.	10236-5-3045			/	
Wembdon Parish Council	Statutory Consultee	Stage 2	major increase in traffic using the A39 between Bridgwater and Cannington. This will be further exacerbated by locating the major workforce in Bridgwater rather than disbursing it across several locations nearer to the Hinkley Point site	10236-5-3556			/	
Somerset Councils and SNEG	Statutory Consultee	Stage 2	There is limited evidence to support the proposed concentration of temporary worker accommodation at a single site in Bridgwater or on the main site or to rule out an alternative accommodation strategy. Over concentration of workers at single sites in Bridgwater and on the main site has potential to result in poor integration of the temporary workforce into key settlements.	10240-5-3413			/	
Hinkley Point Site Stakeholder Group (A+B) Sites	Non-Statutory Consultee	Stage 2	It is unanimously agreed that there should be accommodation in Bridgwater only for the transient workforce where the entertainment facilities exist to accommodate this number of people and a Police force to deal with any transgressions,	10255-5-1964			/	

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Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	There are no facilities in Cannington or Bridgwater for recreational activities. These should be provided at base - Hinkley Point, where policing can take place much more effectively by EDF's staff.	10276-5-3899			/	
Tractivity 1169	Dual - Consultee with an Interest in Land and Public	Stage 2	Try to keep as many workers on site as possible	10279-5-1608	/			
Tractivity 1169	Dual - Consultee with an Interest in Land and Public	Stage 2	Try to put more at Hinkley point	10279-5-5221		/		
West Somerset Council	Local Authority	Stage 2	- Concern over concentration of workers on the site and in one area of Bridgwater,	89183-5-4843		/		
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Notwithstanding the fact that the bulk of the accommodation is now centred on Bridgwater, and the growing alarm at some of the changes since phase 1 it would appear from meetings with them, and comments made by them that EDF appear to have ignored completely most of what we have said and are continuing not to listen even following further meetings both public and private.	89263-5-1420			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	For example, concerns about the concentration of workers in one area rather than the integration emphasised by the locations chosen in Phase 2 in Bridgwater - there are very serious socio-economic, physical, social, recreational and transport impacts, all of which appear to have been disregarded.	89263-5-1798			/	



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Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Sites should be chosen with due regard to residential development surrounding especially on new development sites achieving suitable social mix and compatibility.	89263-5-8255			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	The accommodation strategy needs to consider smaller clusters.	89263-5-8624			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	- The Town Council accepts that worker accommodation will be required in the town. - This should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities.	89264-5-2537			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	[9.3.7] Bp1: Potentially reducing the social effects on Bridgwater of migrant workers, by locating 700 of them on site is fine for Bridgwater, but comes with a massive down-side on the social effects on the Stogursey area. Will EDF recognise that Bridgwater is far more capable of absorbing these impacts than the rural area around the site?	89293-5-6188			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	On balance, therefore, there are compelling advantages in locating as many of the temporary workforce as possible in or adjacent to Bridgwater.	89441-5-3348			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	Furthermore there appears to be no information as to how EDF would, if required, manage and control further or 'ad-hoc' caravan pitches that may be needed or which might develop outside of existing authorised sites.	89441-5-4539			/	

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Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate is therefore concerned that there is insufficient information regarding the extent to which the use of caravans will be relied upon and how these will be accommodated within the existing appropriate local facilities. The major part of the Estate's unease is that, in order to avoid displacing local tourist industry pitches, there will be a need to find other locations; many of which could be deemed to be inappropriate or 'ad-hoc'. Placement arrangements that are poorly controlled could lead to post construction issues that are left for others to resolve.	89441-5-5274			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	4.11 Notwithstanding the above, there is added concern that some of the workforce may choose to live in caravans or mobile homes that are routinely brought-in just for the working week. Such practices could lead to associated traffic issues and the use of inappropriate pitch locations such as car-parks; lay-bys and other areas of hardstanding or possibly accessible open fields.	89441-5-5848			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	8.7 Given the problems of controlling road access to the site being taken from the west along unsuitable roads, it is important that all temporary accommodation required for the workforce is provided in locations east of Cannington ie at Bridgwater.	89443-5-7292			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	9.1 The objective (on sustainability grounds as set out previously in this response) should be to accommodate the entire temporary workforce in and around Bridgwater and not on-site at Hinkley Point. Subject to this observation, the two sites so far proposed for Bridgwater seem reasonable.	89443-5-8024			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate therefore requests clarification as to what contingency planning EDF will be preparing in respect of accommodation generally and in particular in relation to BRI-A. If a contingency plan is currently being formulated that involves selection of other site(s), the Estate wish to understand where the site location(s) will be and details concerning its preparation and occupancy.	89443-5-11136			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities support the principle of focussing the majority of worker accommodation in Bridgwater in recognition of the town's role as a key service centre.	89298-5-20			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	EDF Energy has not identified reasons why alternative, more distributed sites are unsuitable. The authorities recognise that EDF Energy will wish to pursue cost efficient solutions for development. However this cannot be at the cost of quality of life and a sustainable economy for communities affected by the development. A more dispersed approach to accommodation provision across Bridgwater and West Somerset should therefore be pursued.	89298-5-700			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Future consideration of geographic distribution could be based on the post codes of known accommodation providers that respond to surveys.	89305-5-1978			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consideration has been given to alternative sites however EDF Energy has not identified reasons why alternative, more distributed sites are unsuitable. It is understandable that the project promoter must pursue cost efficient solutions for development however this cannot be at the cost of quality of life and a sustainable economy for communities affected by the development. A more dispersed approach to accommodation provision across Bridgwater and West Somerset must therefore be pursued.	89307-5-4429			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There were three main areas of deficiency at Stage 1 that the local authorities were seeking further evidence at Stage 2:  How sites for associated development have been selected and what criteria and techniques have been used to select sites.  The approach and strategy for construction logistics for the project, that provides the basis for identifying EDF Energy's preferred approach to the location, distribution, size and intended use of associated development sites.	89318-5-11179		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Generally these sections contain a description of reasons why additional sites identified by SDC, following the Stage 1 consultation, have been rejected and include information (based on the responses received as part of the Stage 1 consultation) on reasons why sites identified as part of the Stage 1 consultation process have been rejected or taken forward. There is no information or a separate document that describes the work undertaken by EDF Energy to systematically assess sites (against a wide range of environmental and sustainability criteria (other than reference to information contained in the Flood Risk Assessment Reports - where sites were assessed against PPS 25 criteria). It is therefore unclear on the reasons why the sites identified at Stage 2 are preferred to alternative sites.	89324-5-1856			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities require an up to date and comprehensive assessment of alternative sites to justify the sites selected as presented at both Stage 1 and Stage 2.	89324-5-4313	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Stage 2 proposal does seek to focus development in Bridgwater, however the authorities have concerns about the over-reliance on the NE Bridgwater site, the absence of the cattle market site, and regarding the lack of dispersal of accommodation across the settlement to distribute impacts, illustrating a lack of recognition of the vision and objectives of Bridgwater Vision.	89325-5-1560			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities however continue to have concerns regarding the appropriateness of the associated development proposals and whether or not what is presented does represent the optimum location.	89325-5-5299			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities stressed that there was a need to ensure that the information provided as part of Stage 2 would be sufficient to inform the public and the local authorities of the preferred approach to development and the reasons why the preferred option has been chosen and other options rejected. The authorities also required as part of the Stage 2 documentation sufficient details on solutions or mitigation measures to address potential impacts and address the concerns of the local authorities and local communities. There is still insufficient information about: how sites for associated development have been selected, the strategy for construction logistics, or about the transport modelling and assessment findings and how they have influenced the approach to identification of associated development sites:	89329-5-15645			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	the authorities continue to urge EDF to provide further detail and reassurance that an appropriate level of engagement on procurement, supply chain and skills development will be undertaken as soon as possible;	89329-5-16606			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities are in the process of establishing an alternative accommodation strategy that seeks to provide a broader distribution of accommodation in Bridgwater and West Somerset.	89416-5-2895			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The majority of construction workforce accommodation should be provided in Bridgwater, which offers good accessibility to Hinkley Point and the greatest range of community facilities. Within the town, a strategy of regeneration and integration should be pursued, through the development of construction worker accommodation on brownfield and under-utilised sites at a range of locations around the town. Site options to be investigated including: Innovia (BRI-A); the Cattle Market (BRI-B); the Rugby Club (BRI-C); Penel Orliou/Cinema; Former Medical Centre, East Quay; Former Sainsbury's, Eastover; La Ciotat House/ Old Taunton Road; bringing forward extant consents in partnership with developers and Registered Social Landlords; and bringing empty properties back into use. The aim will be to distribute worker accommodation so that there are no unacceptable concentrations of workers on a single site, which could lead to tensions with existing communities.	89416-5-4039			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Construction worker accommodation at Highbridge and Burnham-on-Sea is encouraged where it would lead to the regeneration of brownfield or underutilised sites, or bring empty properties back into use. There is a strong preference for permanent development that can be adapted to meet local housing after the Hinkley Point C construction phase.  - Construction of worker accommodation (c.260 bedspaces) at Williton, on land to the east of Mamsey Lane. The development should be permanent, allowing for adaptation of buildings to meet local housing need after the Hinkley Point C construction phase.  - Provision of construction worker accommodation may be acceptable in other locations, where the scale of development is modest and permanent development would assist in meeting specific regeneration or refurbishment aims. Specific examples are Urban Splash in Watchet and Cannington Court.	89416-5-5232			/	
Tractivity 62916	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	should construction take place, both he and I hope and trust that EDF will confine all of their operations to their own on-site land	89667-5-6282			/	

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Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	We would support SDC's view that proper, legacy housing, largely spread around Bridgwater, is better than concentration in temporary hostels. Indeed, as you have recognized, there is no practical location in Cannington for significant development.	89689-5-865			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	The Council acknowledges campus accommodation forms part of the housing solution, but reiterates that the preferred approach is to support the proposals for Bridgwater C, manage down the campus size at Bridgwater A, with complimentary housing in other areas of the town centre, dispersing impacts within the town.	89735-5-7610			/	
South Somerset District Council	Local authority	Stage 2 Update	We note that you have reduced the numbers catered for 'on campus' which suggests that a greater number will be absorbed elsewhere. There is an underlying assumption that the local private sector can absorb the additional demand they are creating with no effect on the indigenous population.	89737-5-364			/	
Williton Parish Council	statutory consultee	Stage 2 Update	- Clarification was required regarding the number of bed spaces resulting from the reduction of campus bed spaces.	89759-5-947			/	
Williton Parish Council	statutory consultee	Stage 2 Update	- Members would like to see family houses or conversions built on brown field sites.	89759-5-1064			/	
NHS Somerset	Non-statutory consultee	Stage 2 Update	The proposals for accommodating the temporary workforce have been amended both to reflect the increased workforce and in response to concerns about the size of the campuses originally proposed. Campus bedspaces will be reduced from 1925 to 1510 (1000 in Bridgwater, 510 on site).	89773-5-1221			/	
2	Comments received under the EIR from the IPC	Stage 1	The considerations proposed for either Can-A or Can-B sites will mean the use of Green agricultural land, whereas the use of existing disused brown land in Bridgwater would make far more sense. It seems considerations have not been taken regard to the use of alternative locations? For example old industrial positions such as factory sites in Bridgwater. For instance there is the vacant BCL factory between the A38 & A39 roads, which being in the vicinity of the new Morrisons distribution centre and near to a railway line would be ideally placed.	89791-5-1306			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
17	Comments received under the EIR from the IPC	Stage 2	<p>4. We intend to maximize the use of local workers to build the power stations but we expect between 3,000 and 3,500 workers at peak to require short-term accommodation because they currently do not live locally. These workers will be accommodated in a mixture of rented and owner-occupied accommodation, bed and breakfast and caravan parks. We are also proposing purpose built accommodation campuses; two in Bridgwater and on the Hinkley Point C site. What are your views on our overall accommodation strategy?</p> <p>Satisfactory Unsatisfactory No Opinion Don't know</p> <ul style="list-style-type: none"> <li>- Where are the figures to show exactly what proportion of the work-force will be local and how it will be recruited?</li> <li>- Where is the admission that the terms 'peak' and 'short-term' represent several years?</li> <li>- Where in all the company's claims to be 'low-carbon' are the figures to show the traffic generated by the service personnel for the hostels and the recreational use of vehicles by the hostel inhabitants?</li> <li>- The hostels should all be sited in Bridgwater, which already has suitable facilities. The site hostel outnumbered the local community by 7:1 and the population of the host parish by 2:1. EDF's claims that their behaviour policies are effective is unspecific and unproven; they do not acknowledge recreational activity, nor service traffic, nor even the historic evidence of those residents who endured the building of 'B' station. They take no account of the noise and light intrusion on the established community of local residents - a mere 300 yards away - which will be constant, day in day out, week in week out, for years.</li> </ul>	89806-5-4474	/			
Stogursey Parish Council	statutory consultee	Stage 2 Update	Will EDF provide quantitative justification for the 510 places that justifies having them on-site rather than in Bridgwater or elsewhere where there are adequate social facilities? SPC note that Burnham and Highbridge have expressed a strong wish to have such accommodation.	89871-5-8150			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>The Councils' advice in this context is for EDFE to commitfully to proactive management of accommodation supply and demand by workers. This should, for example, make provisions for:</p> <ul style="list-style-type: none"> <li>- Encouraging workers to take up available accommodation in suitable locations including Bridgwater, Cannington, Williton, Stogursey and Watchet, with access to Hinkley bus services within walking distance.</li> <li>- Enabling placement of individuals who travel to the area in search of employment, but not formally engaged by EDFE or an associated contractor, in accommodation.</li> </ul>	89885-5-10999			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
40	Comments received under the EIR from the IPC	Stage 2 Update	We had previously been assured by EDF in Stage 2 that there was to be no accommodation proposed for Cannington. At no stage in the meeting on Friday 4 March 2011 or within the "Preferred Proposals" document was any accommodation for construction workers mentioned by EDF staff for Cannington or Cannington Court. We have since ascertained that a proposal has been put forward to use Cannington Court for single worker accommodation. We do not agree with accommodation at Cannington Court or indeed in Cannington village for Hinkley C construction workers.	89909-5-314			/	
Tractivity 189	Public	Stage 1	4. Any other ideas or comments?  Why build accommodation at Cannington and Williton, obviously whoever thought of these proposals has never been to the area and seen for themselves what the roads are like.  It would make more sense to build a road from Dunball, M5 J23, across the River Parett towards Hinkley Point.  The A39 between Cannington and Bridgwater is a red route with several bad accidents in the past few years, having all the extra traffic on that road is likely to cause more accidents.	8905-442-947			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The completion of a socio-economic study that identifies requirements for social and community infrastructure in Cannington associated with construction worker households is considered an important area for further investigation. It is expected that the proposed studies on Amenity and Recreation will contribute towards a better understanding of impacts on certain types of existing facilities.	88360-522-3748	/			
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	(Personal information removed), challenged you by asking if you had a Plan B? What contingency plans did EDF have, should the influx of their workers into Minehead cause any problems. Your response was that EDF could expand the on-site accommodation or make the properties "more affordable". Why not take these steps to start with? Why wait until there is a problem? I appreciate that it is difficult to force people to live anywhere, but surely, if people are being brought to Hinkley Point for possibly a five year contract then it makes sense that they are accommodated on or near to the site as a part of that contract and that EDF should provide accommodation at a rate that is so attractive that no worker would want, or for that matter, could afford, to live elsewhere.	90080-5-3024			/	
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	Personally I cannot see any logic in encouraging workers to move out to Minehead and then pay every day to get them back their place of work, but I am writing this letter in response to your comments made in the chamber which certainly gave the impression that was indeed EDF's plan.  Hopefully, you meant to say that around 1,900 workers would be looking for accommodation in Bridgwater/Taunton area, but in response to questions asked, you certainly did not give that impression.	90080-5-5009			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Fiddington Parish Council	Statutory Consultee	M5 J24 and Bridgwater Highway Improvements	1. We are pleased that progress has been made in reducing accommodation and park and ride needs in neighbouring villages	90106-5-540			/	

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Homes & Communities Agency	Statutory Consultee	Stage 1	The longer term use of this accommodation needs to be carefully considered for reasons of sustainability and legacy benefits for the local area. This accommodation must be built to a high standard using appropriate designs, in order that it can contribute to the future housing stock for the area. After the temporary construction workers leave, this can provide housing which is suitable for future use by local residents. The designs must be in keeping with the local area and should include sufficient space for future community facilities such as shops, schools and so on, to serve its future residents	8694-6-4112		/		Throughout the consultation, a number of responding consultees asked whether legacy, mainly permanent housing could be provided once the accommodation is no longer needed for workers. There were also requests to invest in affordable housing locally.  The Accommodation Strategy explains that the on-site campus is not suitable for permanent accommodation due to its proximity to the proposed power station, and the site will be returned to its current state after use.
Nether Stowey Parish Council	Statutory Consultee	Stage 1	There was also wide support for the concept of the development of a residential care home / nursing home for local people.	8717-6-3379		/		The Bridgwater A campus is not suitable for conversion into permanent housing, because the needs of a temporary construction workforce, mostly consisting of single males, are very different from the needs of permanent residents. The campuses would be built in blocks of accommodation, with separate amenity blocks providing catering and leisure facilities.
Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.5 The Parish Council would expect any development to be a permanent development. It would be expected that the legacy use be identified at the outset and the development designed to ensure that it met the necessary standards without extensive alteration at the end of the construction period. Legacy uses could include:  (a)affordable housing to be owned by a registered social landlord chosen by the Parish Council in conjunction with the Sedgemoor District Council and Community Council for Somerset  (b)a residential care home / nursing home to be owned by a Community Trust, to be established in conjunction with the Parish Council  (c)accommodation for small businesses to be owned by a Community Trust	8717-6-12476	/			This is the kind of accommodation that many construction workers will expect, but it would not be suitable for local families. However, the accommodation would be very suitable for students, and EDF has proposed that the Bridgwater C campus could be left as legacy accommodation for Bridgwater College, subject to appropriate planning consent being received at the time.  EDF Energy has noted the representations made by the local authorities about the lack of affordable housing in the local area. EDF Energy does not believe that building permanent accommodation for temporary workers would be an appropriate response to that pre-existing problem.
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Housing legacy important constructed to the appropriate standards (afh standards)	88900-6-12133		/		EDF Energy, working in partnership with the local authorities, investigated whether it might be possible to construct housing that could be used to accommodate its workers and left as a legacy for the local area, should development consent be granted.

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Bridgwater Town Council	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	3. Associated development / accommodation The Town Council accept that worker accommodation will be required in the town. With the numbers planned estimated at 500 this should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities. Existing housing should also be maximised but not at expense of local needs. The danger of pushing up costs is apparent and must be remedied so that affordable housing is still available to local people. Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units. Sites should be chosen with due regard to residential development surrounding especially on new development sites achieving suitable social mix and compatibility. Development on sports fields should only be pursued where the overriding interests of existing interests of existing users benefit. Any development must take account of, and must complement and enhance the built environment.	8745-6-3623		/		However, that work tended to reinforce to EDF Energy the benefits of campus accommodation in Bridgwater and on site. The majority of the alternative sites considered were too small or remote. Feedback from potential contractors suggests that many workers would want to live in campus-style accommodation, in particular because it will be fully serviced and provide a reasonably low cost, good standard, and accessible form of accommodation with all the facilities that workers would need. Those who want to stay in individual houses and do their own catering; laundry etc. would choose to stay in the private rented sector. It will also be much easier for EDF Energy to maintain large accommodation blocks with communal facilities and their grounds than to try to clean and service large numbers of individual houses, potentially with individual lounges, kitchens and gardens.
Kilve Parish Council	Statutory Consultee	Stage 1	There is a shortage of affordable homes in West Somerset. This should however be kept in context. The idea of utilising a redundant Accommodation block next to a nuclear installation for affordable homes would be totally unacceptable. A smaller, possibly purpose built managerial accommodation block of up to twenty units, built on the present site of "Lonlay Meadows" in Stogursey, would provide for future low cost/affordable housing for local young families.	88930-6-14752		/		In response to comments received relating to the supply and affordability of housing at the Stage 1 and 2 consultations, in its Stage 2 Update consultation, EDF Energy explained that it was proposing to establish a Housing Fund to provide support for the local housing market, should development consent be granted. The Housing Fund will provide £5m of financial support to a range of initiatives which deliver additional capacity within the area where EDF Energy is expecting its non-local workforce to live. The early availability of this Fund will allow initiatives to be put in place in advance of the bulk of construction workers starting work and increasing demand for accommodation. The Accommodation Management Strategy accompanying the Development Consent Order application explains that this is expected to help ensure that a considerable number of additional bedspaces will be available both for workers and local residents. It also has the potential to deliver legacy benefits in terms of creating permanent housing if used to refurbish existing substandard housing stock.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	b) The development of any site for associated development site should maximise the potential for long term legacy benefits. For example, the authorities would prefer the provision of housing accommodation for workers that is of a permanent form of construction and that can be adapted and transferred following construction of the Hinkley project to an appropriate body to address local housing need.	88040-6-1941		/		
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The accommodation of significant numbers of construction workers and services on-site in temporary structures would negate the potential for legacy uses, as full restoration and landscape enhancement of the southern construction site is considered the only appropriate option post-construction. Whilst in other areas the Councils are keen to explore legacy uses for proposed accommodation, this is not the case with any accommodation to be provided on site. The proposed scenario of a large scale on-site construction campus is therefore considered to represent an inefficient investment in infrastructure, which offers very limited legacy gains for the local community. For these reasons the authorities would welcome the opportunity to discuss the distribution of construction workers and accommodation strategy in further detail with EDF Energy.	88110-6-2997		/		

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Councils are keen to promote an associated development strategy based on an objective of utilising existing sites where legacy issues and aspirations already exist. It is clear that there are certain options where EDF Energy has identified a potential legacy use through consultation, such as the refurbishment of student accommodation in the central Cannington search area CAN-C. In other cases, however, proposed legacy uses seem to be a by-product of the area of search in terms of the need to find a future use for the site once it is no longer required to support the Hinkley proposals. The Councils preference is for a long term outcomes focussed approach that ensures legacy issues are central to the overall strategy and a key consideration in site selection.	88270-6-3843			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	It should be noted that West Somerset Council operate a Landlord Scheme that seeks to bring derelict properties back into use. Support for this programme by EDF Energy could assist in providing quality accommodation for construction workers, while also providing clear legacy benefits.	88300-6-4056			/	

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>3.2.4.4 Legacy Use and Design of Residential Campus Developments EDF Energy's accommodation strategy includes an objective to "...ensure that that purpose-built accommodation and associated facilities have a long-term, sustainable legacy benefit for the local community." Legacy uses identified in the consultation document are a hotel, student accommodation and sheltered housing uses.</p> <p>It is the view of the Councils that the consideration of suitable legacy uses will need to be informed by in-depth understanding of the following factors:</p> <ul style="list-style-type: none"> <li>- The Stage 1 Consultation document does not set out the anticipated proportions of family and single person accommodation that will be provided in each location, which limits the ability of the Councils to provide detailed feedback at this stage.</li> <li>- Affordable housing provision is seen as a priority legacy use for permanent residential accommodation by both Councils. EDF Energy are encouraged to engage with the Councils and Registered Social Landlords (RSLs) to identify specific types of housing need in locations where campus development is proposed. The provision of family dwellings, or buildings that are designed to allow later adaption for family use (a minimum of two bedrooms per unit), is encouraged.</li> <li>- Provision of student accommodation in appropriate quantities and locations is supported by Sedgemoor District Council. Proposals should be supported with evidence of the ongoing need and viability of student housing and in the context of the further wider ambitions to deliver the Somerset University Partnership Project. Further opportunities for joint discussions between the Councils and education establishments will be welcomed.</li> <li>- Provision of sheltered housing in appropriate quantities and locations is supported by the Councils, where the need for a facility and ongoing viability of accommodation can be demonstrated. EDF Energy are encouraged to engage with the Councils, Registered Social Landlords (RSLs) and existing care providers to identify requirements for sheltered housing.</li> <li>- As referred to above for affordable housing, the design of accommodation to provide for flexibility of use is an important consideration. Robust construction and careful consideration of building and site layout will provide scope for legacy use strategies to be adapted to respond to emerging housing priorities over the course of the construction phase.</li> <li>- Scoping of legacy benefit criteria is not apparent in relation to the creation of additional hotel accommodation and no basis has been established for a lasting benefit to arise from hostel development. The development of hotels is considered to be a market led activity. However, the shortage of good quality hotel provision in Bridgwater is recognised and the market to date has not provided this. The town has some low value hotel accommodation and a higher value facility consistent with the Bridgwater Vision would be considered. This process would accelerate an additional hotel facility for the town consistent with the emerging spatial strategy.</li> </ul>	88310-6-1812		/		

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Potential legacy uses for the campus development include hotel, sheltered accommodation, student residential, dwellings, employment space including starter units and community facilities;	88420-6-2768	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The Strategic Housing Market Assessment, adopted by Sedgemoor DC in 2009, estimated that there was an annual affordable housing requirement of 891 units. The Council are keen to discuss with EDF Energy how the provision of affordable housing might be secured as a legacy benefit of campus development and how the layout of development could be influenced to secure appropriate dwelling mix.	88430-6-2766			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	As stated in section 3.2.3, the legacy benefits should be seen as significant starting point for the overall strategy for locating the associated development and in particular the identification of individual search areas. The identified areas of search vary greatly in nature and their ability to provide long-term legacy benefits and should be individually assessed.	88440-6-1469			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Further consultation with Williton Parish Council and West Somerset Council should be carried out to understand opportunities for legacy use of residential development. EDF have presented a range of potential legacy uses including hotel, sheltered accommodation, commercial and community.	88470-6-818			/	
Bridgwater and Albion Rugby Football Club Limited	Consultee with an Interest in Land	Stage 1	5. Development of Preferred Option As already stated by EDF in the Pre Application Consultation Documentation, the accommodation facilities should be built to afford the maximum legacy benefit to the town of Bridgwater. We believe that the development by EDF at the B&A RFC site (Option 3) would provide this, with real benefits to the town in the hugely important areas of education, sport and health. There would also be a longer term, although incalculable, profile and revenue benefit to the town. This is because the development would provide increased national recognition for the rugby club, in having longer term financial stability and the capability of reaching higher national league positions. The college, being able to provide a high standard, eco-friendly, accommodation facility for students, would further enhance its already nationally recognised position as a quality educational establishment with genuine university status aspirations.	8750-6-13484		/		

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Somerset Wildlife Trust	Non-Statutory Consultee	Stage 1	The Trust supports an approach to deliver sustainable travel and accommodation for this project. For accommodation to be sustainable, it needs to offer an end purpose to the local communities, and at this stage EDF Energy has not demonstrated that this is possible.	8769-6-9556		/		
Tractivity 682	Public	Stage 2	4. Any other ideas or comments? Would like more info on where in Bridgwater and what will happen after workers leave.	9442-6-1492			/	
Tractivity 686	Public	Stage 2	4. Any other ideas or comments? Additional accomodation should be sited nearest to Hinkley Point not at East Bridgwater whre there are already proposals to build many new homes. What about the now defunct proposals for Haygrove Scool on that side of town, then in the future when there is enough money the school could take the site over.	9446-6-1492		/		
Tractivity 742	Public	Stage 2	4. Any other ideas or comments? EDF should build housing and other accommodation in conjunction with local councils. This would then leave a "legacy" of rented low cost housing for a wide local area. "Hostels" could be built with a long term alternative use envisaged.	9500-6-1610		/		
Tractivity 778	Public	Stage 2	9c. Any other ideas or comments? As I have stated already you have not listened to those villages and areas that are willing to work with you for the future. The present Hinkley Point site is well integrated into the local economy and structure. The reason for this is that the people who work there are part of those communities not outsiders living on campuses. Whilst a great number of the initial workers will only be temporary there will be a number who are not. Efforts should be made to integrate them from the beginning.	9536-6-5357		/		
Tractivity 797	Public	Stage 2	9a. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-6-6157			/	

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Tractivity 797	Public	Stage 2	9b. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-6-6748		/		
Tractivity 797	Public	Stage 2	9c. Any other ideas or comments? All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should eb permanent types and leased to workers for the works duartyion then handed back to open market with preferential sale to workers who have lived there. This would be more sustainabel and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-6-7291		/		
Tractivity 812	Public	Stage 2	4. Any other ideas or comments? as a company we are willing to work with edf energy and provide the accomodation, and any housing will be then sold as affordable housing once the construction has finished and we will make that a legal condition. we have £5 million to invest in this	9570-6-1896			/	
Tractivity 820	Public	Stage 2	4. Any other ideas or comments? This sounds like people will become isolated from overall communities and risk a them and us attitude. Much better if affordable housing was built for the workers which then could be used by communities after the main building phase is complete. The use of B&Bs and caravan parks seems like a potential risk to Somerset's tourism industry. What about worker families, will they be expected to bring their children up in B&Bs and caravan parks. Sounds very inpractical and isolating.	9578-6-1486			/	
Tractivity 820	Public	Stage 2	9a. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for Somerset?	9578-6-5379			/	
Tractivity 820	Public	Stage 2	9b. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for Somerset?	9578-6-5698			/	
Tractivity 820	Public	Stage 2	9c. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for Somerset?	9578-6-5963			/	



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Tractivity 832	Public	Stage 2	4. Any other ideas or comments? Accommodation: will it be brick built? If so this could be used for the good of the area after the workers have left. More houses to rent.	9590-6-1588			/	
Tractivity 832	Public	Stage 2	9a. Any other ideas or comments? What type of buildings? Will it be of use to the community afterwards?	9590-6-4078			/	
Tractivity 832	Public	Stage 2	9b. Any other ideas or comments? What type of buildings? Will it be of use to the community afterwards?	9590-6-4318			/	
Tractivity 911	Public	Stage 2	9c. Any other ideas or comments? Will they be needed after construction phase? If yes, then satisfactory. If no, then unsatisfactory (unless to be removed or one of a non permanent nature ie caravans, etc)	9669-6-4239			/	
Tractivity 914	Public	Stage 2	4. Any other ideas or comments? Is it not possible to make longer term use of the Bridgwater campuses in view of the shortage of school housing?	9672-6-1592			/	
Tractivity 914	Public	Stage 2	9a. Any other ideas or comments? See 4 above	9672-6-4062			/	
Tractivity 914	Public	Stage 2	9b. Any other ideas or comments? See 4 above	9672-6-4243			/	
Tractivity 917	Public	Stage 2	4. Any other ideas or comments? I have been living in private rented accommodation in Bridgwater for over 4 years and please believe me there is not many available locally. I have also been on the council housing list for over two years with no response. This is because the council has a shortfall of council accommodation locally. Please do not build temporary campuses that may be torn down after completion of C site. Please think about building and maintaining your own housing estates, offering them at first to the builders and contractors employed on the construction of C site. Then after this temporary work staff moves on you can then offer these homes out to rent to the general public in this area.	9675-6-1490			/	

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Tractivity 986	Public	Stage 2	4. Any other ideas or comments? Strategy not thought about properly by EDF. you don't listen to us and act on our views and wishes. i do not want a campus at Hinkley C because the Parish is far too small to cope. Campus should be in Bridgwater - all the works should be housed there where they have nearby shops, etc and other facilities already. This would be good for much larger population of Bridgwater, who would benefit from swimming pools, sports facilities etc that were provided by EDF. What a good legacy this could be. I am worried that having a campus at Hinkley C will cause crime, burglary, drunkenness and other antisocial behaviour plus traffic noise/light pollution and noisy sports being played at night all year round. This would be for ten years- I am 78 years old so this would ruin my life. We came here because it is peaceful. Very upset about this proposal.	9744-6-2426		/		
Tractivity 988	Public	Stage 2	9a. Any other ideas or comments? You should be building proper housing to accommodate the employees of Hinkley C and then when no longer required could be sold to the council for renting to Bridgwater people. This temporary accommodation is not suitable for what could be 10-15 years of Hinkley C remember the French power station already over-run in the construction phase.	9746-6-3859		/		
Tractivity 988	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Please build proper housing in Bridgwater to accommodate construction workers of Hinkley C which once no longer required can be sold to the council for housing. If the construction of Hinkley C over runs we may have temporary accommodation in Bridgwater for 10-15 yrs.	9746-6-6105		/		
Tractivity 1011	Public	Stage 2	9a. Any other ideas or comments? These plans for accommodation are highly unsatisfactory, this site is already under development by a different developer and work has already begun. EdF are already talking about compulsory purchase and the specific plans you have for the site standard and yet these accommodations will be part of your legacy.	9769-6-8590			/	
Tractivity 1043	Public	Stage 2	4. Any other ideas or comments? Many campsites do not have social amenities which are essential for off duty times. Living in owner occupied houses, also will present social problems, as many villages have no social outlet. The purpose built housing, will resemble barracks and will not provide any long lasting help to those wanting accommodation when the site is completed.	9801-6-1659	/			
Tractivity 1043	Public	Stage 2	9a. Any other ideas or comments? As long as the accommodation does not consist of trailers and vans, and is of proper construction that will be available later as proper housing.	9801-6-5445		/		

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Tractivity 1043	Public	Stage 2	9b. Any other ideas or comments? As above, provided the buildings will be suitable for use as student accommodation later.	9801-6-5759			/	
Tractivity 1062	Public	Stage 2	4. Any other ideas or comments? Please make every effort to instal facilities that will have the dual purpose of supporting the local community after the hostels are no longer required. This means high build quality and involving the locals with the design.	9820-6-1831			/	
Tractivity 1071	Public	Stage 2	4. Any other ideas or comments? Due to the behaviours of the West Somerset District Council members it would seem that the vast majority of the planning gain is going to Sedgemore. Edf need to break down the barriers that appear to exist with WSDC and negotiate some long term planning benefits for West Somerset. This may be in the form of some entry level accommodation that would initially be used for workers then passed over to say Magna for use with the under privalaged in the community. There has been a lot of public protest at the lack of a roundabout at Tropiquaria between Wiliton and Washford, during both construction and operation there will be an increased level of traffic on this section of the A39 and a roundabout would improve safety matters at this notorious junction. Cost has previously been estimated at less that £50k.	9829-6-1637			/	
Tractivity 1082	Public	Stage 2	4. Any other ideas or comments? Would have preferred to see some lasting beneficial legacy to communities in the shape of developments that would have re-use as affordable housing and/or hotel accommodation - with greater dispersal across the area  (surely feasible with the P&R schemes)	9840-6-1490		/		
Tractivity 1100	Public	Stage 2	4. Any other ideas or comments? In this area there is a shortage of affordable housing and EDF's proposals will merely add to that pressure. Campuses are not satisfactory. A big affordable (rented) housing scheme spread between various communities to accommodate construction workers. After the construction phase these could provide a legacy benefit in the form of affordable homes for local people.	9858-6-1703		/		
Tractivity 1100	Public	Stage 2	9a. Any other ideas or comments? I do not believe campuses are the answer and are not popular with local people nore to they provide a satisfactory egacy benefit	9858-6-4724		/		

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Tractivity 1101	Public	Stage 2	9a. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-6-4426		/		
Tractivity 1101	Public	Stage 2	9b. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-6-4966		/		
Tractivity 1101	Public	Stage 2	9c. Any other ideas or comments? Campuses should have a long term benefit, and be of a quality to be used as long term affordable home. The main economic damage will be in West Somerset (due to loss of tourism), yet the short term financial gain will be lost as campsuses are built in bridgwater. There should be more worker accomodation in West Somerset in accomodation that has a long term legacy.	9859-6-5454			/	
Tractivity 1132	Public	Stage 2	4. Any other ideas or comments? Careful consideration needs to be given to the design of purpose-built accommodation so that it can be used by members of the local community after construction of the site has finished.	9890-6-1484		/		
Tractivity 1153	Public	Stage 2	4. Any other ideas or comments? This seems like an incredibly casual approach to housing 3,500 workers. I believe EDF/the government should invest in Bridgwater and build affordable housing in the town that could then remain as a positive legacy from the project.	9911-6-2228			/	
Tractivity 1163	Public	Stage 2	4. Any other ideas or comments? The accomodation provided should be of a good standard allowing its life to be of use to the communities after the construction of the station.	9921-6-1742			/	
Tractivity 1168	Public	Stage 2	4. Any other ideas or comments? This has to be given more thought and workers accomodated where there are facilities, or facilities can be built and used afterwards.	9926-6-1486			/	

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Tractivity 1171	Public	Stage 2	4. Any other ideas or comments? Do you really need so many workers? Can you begin to imagine the impact on the surrounding area/villages? And once changed it will never go back to how it was.	9929-6-1521		/		
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The proposed on-site campus is far too large, both in size of the buildings and number of staff proposed, therein. The accommodation of personnel in rented, owner occupied accommodation, bed and breakfast and caravan parks, locally, is what is needed. Much thought must be given to building permanent housing, including flats, which would be sold when no longer needed. Which would benefit the local community on completion of the works.	9933-6-1900		/		
Tractivity 1176	Public	Stage 2	4. Any other ideas or comments? I support the proposal for a mixture of accommodation facilities to enable construction workers to have the option of either campus type or more private/individual accommodation according to their preference. This view is based on personal experience.	9934-6-1639		/		
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the existing population the better. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population longterm. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-6-2164			/	
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support services. Bridgwater should be used to house all the workers. the accommodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community.	9953-6-2520		/		
Tractivity 1213	Public	Stage 2	7. Any other ideas or comments? What will become of them when no longer used? Why do you only intend to build to BREEMS "satisfactory" standard? Do all your workers not deserve the same standards of living?	9971-6-5410			/	

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Tractivity 1286	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? If you do build campus Bridgwater C? after use you could hand it over to Bridgwater College as student accommodation to be used or students from overseas or nationally who will be coming to Bridgwater to study at the new Energy Skills Centre. A huge asset to Bridgwater.	89552-6-161			/	
Tractivity 1301	Public	Stage 2 Update	Lack of legacy benefit coupled with a derisory offer for community use of the two 5-a-side pitches(with no changing facilities) is totally unsatisfactory. These facilities plus the workforce should be accommodated in communities where social cohesion will be promoted and will provide legacy benefits	89567-6-611			/	
Tractivity 1313	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Not happy that houses are being built especially for workers there are plenty of B&Bs in Bridgwater that would welcome the trade and I am sure would be cheaper than building houses - what will happen to these houses when the workers leave?	89579-6-381			/	
Tractivity 1334	Public	Stage 2 Update	Developments to Bridgwater C site are obviously still in debate, but if it were to go ahead, this would at least provide a legacy for the Bridgwater College students. Traffic as above is a factor.	89600-6-1079			/	
Tractivity 1335	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Abysmal. A recipe for problems. There should be proper housing which will form part of the " legacy benefits" for the area following the construction phase.	89601-6-227			/	
Tractivity 1345	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Better than previously suggested	89611-6-124			/	
Tractivity 207	Public	Stage 1	ong-term legacy of care home at Williton and student accommodation at Bridgwater sounds good.	8913-6-2695			/	
Tractivity 210	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Bridgwater campus areas can be used for the College. Turn the Williton campus into a residential care home. If accommodation IS built on the site south of Cannington, turn it into a hotel (with a good restaurant) afterwards - we are short of good hotel accommodation in the area.	8915-6-2551			/	

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Tractivity 214	Public	Stage 1	4. Any other ideas or comments? Too much transport facility is being focussed on Cannington. Am concerned about the number of contractors to be based in Cannington	8918-6-1036			/	
Tractivity 217	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Please give comments on your preferences and any suggestions about the future use of these facilities Any accommodation should be used for retirements, sheltered housing and affordable housing for all age groups. I am totally against ANY ideas that it could potentially be used for prisoners, drug addicts, teenage mothers or as an illegal immigrants centre. I have enough concerns for mine and other villagers children and grandchildren and their safe futures as is is. Cannington is desperate for a new village hall/sports centre with adequate and safe parking and this should be a priority before any other considerations are made. Any suggestions that the college should have first shout is out of the question. they have enough land and buildings of their own to use.	8920-6-3478		/		
Tractivity 225	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Re the Cannington-A option. This is flood plain land, whilst being acceptable, consideration should be given as to whether a site between Sandford Corner and the pumping station at the junction of Blackmore Lane and the A39 could not be used. This would be on the A39, which will require alterations in any case, and would be on agricultural land. If chosen, this site would need to be returned to original use when no longer required.	8927-6-2312	/			
Tractivity 227	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. the legacy for can a should be given to the village	8929-6-2026			/	
Tractivity 228	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Accommodation should be on one site near the construction site. If not practical it should be divided into smaller campuses and not overload any village. The use of the word legacy is misleading as a legacy suggests an improvement we consider these buildings are not a legacy to improve the lives of the village people. They form part of someones grand plan to have university status in the guise of Bridgwater College. It is for the people of Bridgwater and Williton to decide if they want this development.	9338-6-3657			/	

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Tractivity 228	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Any 'legacy' benefits should be built at the start of this project not at the end or never as often happens.</p> <p>A centrally placed village hall with ample parking, sports field and at best an indoor swimming pool would be a very good legacy to a village the size of Cannington which will obviously grow with the development of Hinkley Point.</p> <p>We consider the proposed buildings adjacent to the existing college not to be any kind of legacy for the residents of Cannington as we have no free access to the site.</p> <p>any accommodation left after you have gone should be for elderly residents who need nursing care as there are no facilities in Cannington for this group. More students in the village we do not need! At present the college is using its Cannington site for non degree calibre students who have no regard for, or interest in, Cannington.</p>	9338-6-5506		/		
Tractivity 241	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton and Bridgwater would benefit by having hotels</p>	8937-6-2605			/	
Tractivity 247	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>More on site accomodation would have less affect on Cannington and the local amenities.</p>	8940-6-2251			/	
Tractivity 263	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Putting 700 migrant construction workers in a camp so close to small viillages, doubling the population overnight, will be a recipe for disaster, as they will swamp local facilities. All accommodation should be in or near Bridgwater which has the infrastructure to cope with these numbers. I support the use of local accommodation for small numbers as this will bring money into the area without swamping facilities. However I am not clear how this will work if they have to then travel somewhere to catch a bus back to site</p>	8952-6-3408			/	



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Tractivity 273	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Your proposals and consultation seem to be very good. I would encourage you to take responsibility for the very long term issues (40-100 years), since these are likely to be of insignificant interest to many of the representatives who will come forward in the consultation.</p> <p>Your status also enables you to be the catalyst for high quality economic development leveraged using the assets that you only require temporarily (mainly accomodation) and your ability to see a bigger picture than that seen by the local community.</p>	8962-6-4472			/	
Tractivity 285	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Although worker accommodation would be an economic boost whichever area it's in, at what cost?</p> <p>The Williton site bordering Mamsey House nursing home is worrying, and I would like more information to see how this would affect the well-being of Mamsey's residents, all of whom are frial, elderly and would not relish the effects of 200 workers and their cars etc on their doorstep. Also, the access road appears to run right next to Mamsey House.</p> <p>This site also appears to border the hospital, and I have similar reservations for the patients there.</p> <p>Where would the accommodation be situated on this site, and which areas would be car park?</p>	8973-6-2206			/	
Tractivity 292	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>1. Why only 700 workers onsite? Your consultation says that each campus will have its own recreational and social facilities. If so, why not have a temporary small town at Hinkley with all facilities, with all the well-behaved workers enjoying a happy, healthy lifestyle with no transport problems for work?</p> <p>2. 'Long term legacy' really means planning gain by planning process exemption, alienating precious green sites adjacent to A and B.</p> <p>3. As far as Williton is concerned, the access points are on to narrow, busy main roads with junction hazards, more village centre congestion and a long road journey to Hinkley Point. The choice of Wiliton at all is remarkable, as it is much further away than the other sites and is not a commuting location for existing Hinkley Point employees, who are overwhelmingly located east of the Quantocks.</p>	8980-6-3164			/	

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Tractivity 293	Public	Stage 1	<p>7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?</p> <p>I feel that both the construction of a workers' hostel and park and ride facility will be of no use whatsoever after construction is complete. Williton does not have the infrastructure to accommodate such a development. The nearest full time and adequate casualty departemnt is 20 miles away, the closest 'full time' police station is 10 miles away.</p> <p>I would feel that it is much more suited to site everyone in a large town such as Bridgwater which ha both the infrastructure and 'social' amenities which would be required for the influx of a large number of social workers.</p>	8981-6-2428			/	
Tractivity 302	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>My great fear is 'off duty' workers looking for entertainment, -siting large groups near the villages is not a good idea.</p> <p>There are huge housing estates being built on the southern side (Willstock and Dawes Farm) Bridgwate, there are plans for houses along the A39 where the cellophane/plastics factories were. These sites would be large enough and more suitabbe.</p> <p>The houses/flats could then remain as dwellings.</p>	8990-6-3222		/		
Tractivity 305	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Understandably it wil be necessary to house all the workers. If they are to be bused in to the site in order to minimise trafic I hope short cuts will not be taken through small rural villages due to our small roads. Also I note that there will be future benefits for Bridgwater, Cannington, Williton etc but nothing for us Shurton residents who will be disrupted the most. This I am not happy about. It appears we are small enough to be the forgotten few who will suffer the most.</p>	8993-6-2715			/	
Tractivity 329	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>On site campus must reduce traffic load at rush hour. Little potential for use of accomodation after completion.</p>	9017-6-2487			/	

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Tractivity 351	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>One of the principal attractions of living in a village like Williton or Cannington is that it is a small community. Those who chose to live there made a conscious decision not to live in a large urban environment and certainly did not expect to live adjacent to large accommodation campus with the adverse environmental consequences this would have. Given that space presumably exists for accommodation to be built, say, on the North Cannington site, elsewhere in Bridgwater or indeed on land on the Bridgwater side of Cannington there seems no real reason why the residents of Cannington/Williton should have to accept such a major adjustment to their lives to accommodate the construction and subsequent use of the proposed complex. In the interim planning blight will adversely impact those living in the proximity of the possible site, rendering it even more difficult to move house should the need arise.</p>	9039-6-2812			/	
Tractivity 367	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Improvements to Bridgwater, which is already a residential &amp; industrial town rather than the erosion of village life in local villages.</p>	9054-6-2233			/	
Tractivity 382	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation needs to be as near to the site as possible, without overwhelming villages.</p> <p>Has Taunton been considered?</p> <p>Cannington and especially Bridgwater and Taunton have more facilities to deal with the large number of mainly single males. Also the future use of buildings eg as student accommodation or hotels etc is more certain in the larger towns. Williton has no need of student accommodation nor another hotel. The Williton east site is not suitable for care home etc., due to lack of public transport.</p> <p>The use of some local tourist accommodation sites which would like to expand eg Court Farm, Donniford, would be much more of a long term legacy to benefit the area by encouraging tourism after construction phase is complete.</p>	9347-6-2971			/	
Tractivity 391	Public	Stage 1	<p>Small and targeted accommodation settlements in the area will keep workers money in the local community.</p> <p>Providing accommodation this amount of workers will have a significant impact on the communities, especially when the construction work is complete.</p> <p>To help with planned expansion of the local communities and accommodation built should be to a high standard that can be remodelled for onward use and construction should be to standards above the current building regs to achieve the lowest carbon footprint possible.</p>	9076-6-3225		/		

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Tractivity 416	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The West Williton site has the best solutions, as it is near to the village centre for the shops, & amenities, & in the future could be used as a new village hall.	9098-6-2506		/		
Tractivity 429	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Local residents must have the final say, but Cannington College would benefit from a long-term legacy.  Again, any accommodation should be as close as possible to Hinkley Point.	9110-6-2869		/		
Tractivity 451	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  I like the idea of colleges in Bridgwater and Cannington gaining long term benefits from student accomodation etc.	9129-6-4921			/	
Tractivity 459	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All these alternatives have their merits - particularly new buildings that can provide future housing, as there will always be a shortage.	9136-6-2025			/	
Tractivity 464	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  What does legacy mean? Will the buildings be given over to the respective councils? Or will they be expected to purchase at cost? Or purchase at going rate?  (Recipient placed a tick between In Favour and Not in Favour on question beginning with Accomodation for up to 500 workers)	9141-6-3660			/	
Tractivity 492	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Once construction is complete. I would hope Cannington would be left with some social housing and more accomodation for the college.	9165-6-3518		/		
Tractivity 514	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Would rather there was no campus behind Mamsey in Williton, but if it was to go ahead then the legacy benefits should be the provision of leisure facilities that could benefit West Somerset Community.	9186-6-2173	/			

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Tractivity 515	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  My preferred option is nothing, however if there must be something then I go for Mamsey House for the campus. With a future legacy being leisure i.e. swimming pool with disabled access.	9187-6-1945			/	
Tractivity 542	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  1. Miles from site and will make risk of flooding worse. 2. A39 one of the most dangerous roads in the county and you propose to increase traffic on it?!! 3. We don't need a badly planned, badly designed, cheaply built hostel left at the end of the day with acres of tarmac. 4. "Park and Ride" to where?  Question 7(a) - "Wrong side of village"(South) and "Preferable. Closer to site" (North-West).  Question 7(b) - "All the wrong side of Bridgwater. All traffic to site will have to go through the town."  Question 7(c) - "Again - the wrong side of Bridgwater."	9211-6-2920			/	
Tractivity 544	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think all of these options will have a highly negative impact on local communities. Even if there is temporary campus on site the workers have to go somewhere for relaxation when off duty and they will be using the village. There is no good option. Somerset has a thriving tourist industry - your development is likely to destroy this. I don't think campus accommodation is likely to have a potential long term legacy use. Of all the options Bridgwater is possibly the most likely to work out effectively as there is more infrastructure for workers to link into social activities etc.	9213-6-3000			/	
Tractivity 546	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Agree essential that structures built could be modified at close of construction phase to meet needs of local communities. These will vary between village halls, swimming pools, youth centres, recreational facilities and art and cultural centres.	9215-6-3734			/	

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Tractivity 547	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I think the villages would possibly absorb 120 workers using college accommodation. However to build campus accommodation that will potentially cause problems and have bo long term benefits is clearly not favourable. I think any accommodation needs to be in a town where there is a choice of evening activities.	9216-6-2463	/			
Tractivity 559	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  In all cases apart from the 200 workers hostel the facilities must have legacy use. This should include the provision of recreational facilities. Longer term, plans to support the development of a Bridgwater bypass - A38 to A39 via Dunball should be considered.	9228-6-3881			/	
Tractivity 563	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  No.	9232-6-2661			/	
Tractivity 566	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Accommodation in Bridgwater should not be confined to one site.  Legacy benefit if student accommodation residential home, hotel or affordable housing.  Should be accompanied by leisure and social facilities.  Development on sports fields should only be pursued where overriding interests of existing users benefit.	9235-6-1953			/	
Tractivity 569	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Site south of Cannington on Deumaus farm site shpuld be allocated to a new village community centre and playing field and car park. Paid for by EDF	9238-6-2258		/		

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Tractivity 575	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Road from Williton is very poor, with no passing places and double white lines dominate. Legacy users are a useful local benefit provided they don't disrupt existing users and future plans.</p>	9244-6-3073			/	
Tractivity 580	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number of smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C</p>	9249-6-921			/	
Tractivity 580	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The above responses are conditional on the type of accommodation. Whilst I am sure 'single block' accommodation is favorable for EDF's temporary work force, I see little longer term use. For the social regeneration of towns like Williton and Watchet, accommodation that would attract and house families in the longer term is more preferable.</p>	9249-6-2682			/	
Tractivity 583	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I feel as many as possible should be housed as near as possible as transport costs are reduced and the implications for the environment reduced. Accommodation at Williton could be bad as it would entail a lot of traffic on an already busy road from Williton to the site. The buildings would be obsolete after build of the power station as Williton would have no use for a 200 bed building.</p>	9252-6-2216	/			

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Tractivity 583	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Good overall</p> <p>I feel the environmental impact must be minimised and a long term view of the needs of the community after the build considered (such as whether the park and ride/ hostels/ frieght handling areas should be returned to their original use (or even better)</p>	9252-6-4317			/	
Tractivity 584	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>What about Nether Stowey?</p> <p>A new care home will soon be built. A hotel would not be viable.</p> <p>I fail to comprehend why EDF would consider siting a parkand ride and accommodation in Williton. When I asked one of your advisors I was told it was after discussions with West Somerset District Council. Fact straight out denied by the Williton Councillor, also present, who had been assured by the cheif planning officer this is not the case, who to believe? Williton is situated at the point where both &amp;apos;red routes A39 ans A358 converge. Both roads are literally &amp;apos;death traps&amp;apos; none of your advisors could tell me exactly how far the journey was from Williton to Hinkley C but it must be in excess of 15 miles! The A39 is the main holiday route into Exmoor/ West Somerset coast, inclding Butlins. The road conjested with commuting buses would destroy the only industry in the area, i.e tourism and resul</p>	9363-6-2114		/		
Tractivity 585	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>The most lasting legacy that EDF can leave for local residents and the tourists that visit the area or pass through it, would be to return all the land (apart from the power station compound and the small accommodation facility for Cannington College) to its former landuse.</p>	9364-6-4126			/	
Tractivity 592	Public	Stage 1	<p>1. Any other ideas or comments?</p> <p>Measurement of the carbon footprint should be taken into account when considering the location of the workers hostel.</p>	9258-6-348			/	
Tractivity 605	Public	Stage 1	<p>Please return sites to 'as was' on completion. No one wants cheap, second rate housing on unnecessary village extensions to be dumped on them.</p>	9271-6-4055			/	



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Tractivity 613	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Bridgwater and surrounding areas are depressed, future use of these buildings will just be depressing. Who will want to develop these abandoned buildings?	9277-6-2980			/	
Tractivity 670	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Comment confined to town of Bridgwater as for content of Section 3 of BTC response paper essential not single block and allied to long term legacy. Note view reference affordable housing and possible impact during construction and need for long term legacy for affordable units.	9333-6-2505			/	
Tractivity 50890	Public	Stage 1	In respect of the proposed 200 bedroom hostel there are again numerous questions: <ul style="list-style-type: none"> <li>- How self contained would it be?</li> <li>- Would its catering facilities serve all meals, including at weekends?</li> <li>- Would the cafeteria be licensed?</li> <li>- Would all of the 200 bedrooms be for single men?</li> <li>- Do you envisage the workers returning to their families for the weekend?</li> <li>- Is it envisaged that any of the incoming construction workers will come to the area with wife and family, and if so how many, and where are you intending to house them?</li> <li>- What would a temporary 200 bed hostel look like - presumably you have erected some in recent times in France?</li> <li>- How many non construction workers will be coming i.e. more permanent employees and are any of these planned to be in Williton?</li> </ul> <p>The market for 'hostel' type accommodation is extremely limited. Two care homes close to Williton have closed in the last few years and that market is fragile at best. Williton has had a large accommodation unit - the Victorian Workhouse/Hospital - empty for many years, and a modern equivalent, which might well have to be demolished, could well be a burden for the community.</p>	9395-6-1171			/	
Tractivity 62227	Public	Stage 1	REGARDING THE BANK STREET SITE - (Personal information removed) did state at Sampford Brett Parish Council meeting that the profile of workers was likely to be different this time due to the current economic climate more workers with families may be wishing to relocate entirely - Williton already has many residents who were involved in the previous Hinkley developments so is it possible for you to consider building the 96 accommodation units on this site and use them for your workers to live in and EPF can benefit from the revenue of the rentals for the build period duration and could you not then consider gifting this site and houses back to the Parish of Williton to benefit the community for the future? This site is close to the centre of the village and suitable for housing of this nature (Site plan - Appendix 9) (Editor's note: pdf does not include appendices)	9436-6-7572			/	

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Tractivity 62227	Public	Stage 1	Nether Stowey (map Appendix 11) (Editor's note: pdf does not include appendices)  Nether Stowey is 4.9 miles (8 minutes) from Cannington and the road from here to Cannington is far better quality (less narrow and bendy) than the section from Williton to Nether Stowey. We understand that Nether Stowey have a Trust that relates to elderly care provision and that they are researching the benefit that an EDF site may provide as a legacy to them - the chance that a hostel site could revert to becoming a 50 bed care home. This appears to be sensible legacy for a village that does not have this provision - it has been suggested that WiSlston too could benefit from a care home and yet we already have 2,1 of which is going to be relocated and rebuilt as better and larger and there is also planning permission for 65 bed care home in Watchet. Please give us feedback on the Nether Stowey option?	9436-6-9032			/	
Tractivity 62237	Dual - Consultee with an Interest in Land and Public	Stage 1	viii) [Question 12] Further clarity needs to be provided on the 'legacy' plan for Hinkley Point C.	9437-6-1979			/	
Homes and Communities Agency	Statutory Consultee	Stage 2	EDF clearly has a need to provide accommodation for the very large number of construction workers, perhaps up to 5,000, that will be required for this major project. However, it will be particularly welcomed by local people if, in addition to the jobs that the development will provide, there is a legacy of new homes for people in the area who need housing.	10191-6-830		/		
Exmoor National Park Authority	Local Authority	Stage 2	if worker housing can be provided to a high standard then this could be made available for much needed affordable housing in due course, leaving a valuable community legacy from the development.	10209-6-1518		/		
South Somerset Council	Local Authority	Stage 2	South Somerset has a need to grow and provides in the LDF a commitment to an ecologically sound urban extension with 5000 new homes. Providing support for off or on site renewable energy will create sustainable homes that will support the EDF needs. It is our view that EDF could think imaginatively about using resources to help kick start this development by financing the work required for integrated heating and power in the eco extension. South Somerset has an Eco Demonstrator project that is building the country's first commercially available Code 6 house. Further EDF support of projects such as this will have mutual benefit.	10210-6-4618			/	
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	The Town Council would certainly not support the type of new accommodation currently envisaged, which we understand is likely to be in a single block at one location. Any new housing constructed should be designed in such a way as to be readily converted to family homes at the end of the construction period.	10220-6-11884			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	Members of the Burnham and Highbridge Town Council are concerned that there appears to be no legacy for the area in the housing proposals outlined in the stage 2 consultation documents.	10220-6-12197	/			
Cheddar Parish Council	Statutory Consultee	Stage 2	The suggested accommodation blocks would have virtually no use beyond the construction phase, and would be better built as dedicated 'villages' of new accommodation, which could be phased into private use once the construction phase was complete - according to EDF at a recent 'workshop' this would not be possible as it was illegal for them to even consider.	10222-6-2774	/			
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council considers that the accommodation strategy should be to accommodate incoming workers in small dispersed sites of permanent accommodation that will have a legacy use after the construction phase.	10226-6-12204			/	
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	It is regretful that the bulk of the accommodation is temporary and will be demolished on completion of the construction. EDF could do the locality a great service by helping improve local services by co-providing a legacy of desperately needed local facilities such as a new sports and leisure facility as well as affordable housing.	10271-6-16103			/	
Federation of Bridgwater Practices	Non-Statutory Consultee	Stage 2	Accommodation to be handed over for social housing post development	10271-6-27029			/	
Summerfield Developments Ltd	Consultee with an Interest in Land at Stage 1 only	Stage 2	We would welcome the opportunity to find ways to deliver a shorter term solution to EDF's accommodation requirements, that could provide a long term affordable housing legacy for West Somerset.	10272-6-303			/	
Tractivity 62469	Public	Stage 2	b) Also, the perception among the existing population is that their town is used as a dumping ground already for the social misfits from around the region. It has been suggested to me that EDF's redundant accommodation blocks, once the project is finished, because it is patently unsuitable for students will be used to house the ageing homeless alcoholics or drug addicts from Bristol, say. I rather share in that view even though I do not know how accurate the reality is. As it is, putting all campuses in Bridgwater is definitely using it as a dump.	89471-6-5414			/	
West Somerset Council	Local Authority	Stage 2	- Concern over concentration of workers on the site and in one area of Bridgwater, limited prospect for re-use of buildings to provide permanent housing or community facilities, a financially and environmentally wasteful approach.	89183-6-4845			/	

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West Somerset Council	Local Authority	Stage 2	Housing (accommodation) To ensure that the Hinkley C development provides housing solutions that enable workers and their families to integrate into the community and are economically active at a local level, whilst making a positive contribution to the Council's Housing Strategies and their wider strategic planning objectives.	89184-6-1635			/	
West Somerset Council	Local Authority	Stage 2	ASSET MANAGEMENT IMPLICATIONS 10.1. There are no direct impacts as a result of this report. However, as part of the wider project, EDF will need to assess how any legacy uses will be transferred and operated and the Councils will need to review, challenge, and comment on the adequacy of how potential issues are financed, managed and dealt with promptly at no additional cost to the Council.	89184-6-8147			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	An alternative housing strategy based on permanent housing that contributes to local regeneration priorities is preferred.	89185-6-4478			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	Even at this early stage it is possible to confirm that the District will be seeking a comprehensive housing mitigation package to deal with all aspects of the housing market and specifically the maintenance of the ongoing delivery of affordable housing, for example, through a revenue and capital fund, in addition to legacy from build developments accommodation centres.	89186-6-16483	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Further work is required to define the potential for the park & ride and freight sites, and potentially the accommodation sites, to provide an economic legacy.	89205-6-2494			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Further work is needed on the proposed legacy plans for the accommodation and park & ride and freight transfer sites to assess their potential for an economic/tourism legacy.	89210-6-5037			/	

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Accommodation construction to provide a real legacy such as conversion after use by EDF to affordable starter homes, tourism accommodation, student accommodation attached to centres of excellence (e.g. nuclear skills centre at Bridgwater College) or business incubation or work hub spaces	89215-6-3528		/		
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no real legacy attached to the accommodation apart from the possibility of one of the Bridgwater sites being adopted by Bridgwater College.	89218-6-6240			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	The Town Council accept that worker accommodation will be required in the town. With the numbers planned estimated at 500 this should not be in a single block and should seek to provide a legacy use in several locations and be accompanied with sufficient and suitable leisure and social facilities.	89263-6-7555		/		
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Affordable housing could prove a vital legacy use longer term and therefore building of a suitable standard is essential whether student accommodation, residential home, hotel or affordable units.	89263-6-8058		/		
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	The potential affordable housing legacy not been addressed. This needs a clear and bold vision, but the proposal is singularly lacking one!	89263-6-9988	/			

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Tractivity 63240	Consultee with an Interest in Land	Stage 2	Bridgwater is a sizeable town and has the capacity to assimilate, without difficulty, the numbers of workforce proposed to be accommodated on site. The town offers a number of opportunities for the redevelopment of unused or underused previously developed sites. It would benefit from the additional expenditure brought to the town by this element of the additional workforce and the money to be spent on providing leisure and recreation facilities at Hinkley Point would be better applied towards improving such facilities in Bridgwater which can then be accessed by that town's population rather than being reserved for the exclusive use of EDF's workforce. This is a considerably more sustainable approach to providing accommodation than first providing and then removing accommodation and other facilities adjacent to the construction site at Hinkley Point.	89441-6-1760		/		
Tractivity 63240	Consultee with an Interest in Land	Stage 2	As might be anticipated, there appears to be a general focus on the aspects and impacts of the various accommodation needs up to, and during, the construction of Hinkley C power station. However there appears to be very little information concerning the potential post construction impact that may remain in legacy.	89441-6-4223			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate is therefore concerned that there is insufficient information regarding the extent to which the use of caravans will be relied upon and how these will be accommodated within the existing appropriate local facilities. The major part of the Estate's unease is that, in order to avoid displacing local tourist industry pitches, there will be a need to find other locations; many of which could be deemed to be inappropriate or 'ad-hoc'. Placement arrangements that are poorly controlled could lead to post construction issues that are left for others to resolve.	89441-6-5274			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate therefore seeks clarification from EDF as to how they intend to control caravan and mobile home use beyond that of anticipated placement at existing facilities, and how any post-construction legacy issues involving caravan and/or mobile homes will be addressed.	89441-6-6237		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  c) Opportunities for provision of service and amenity facilities are developed to ensure that, wherever possible, they can have a long term legacy value for neighbouring communities and potentially offer some services to communities during the construction phase, for example shared medical facilities;	89298-6-1800			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  d) The design solutions for campus sites are outward looking in that they will make a positive contribution to the areas in which they are located including making positive connections to walking and cycling networks and to green infrastructure networks, recognise gateway locations and provide appropriate architectural responses, including landmark structures where appropriate;	89298-6-2298			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  e) Alternative, more permanent housing solutions must be properly explored and maximised, to ensure that any accommodation provided can serve a useful function, such as increasing the supply of affordable housing for Somerset residents, once it is no longer required to accommodate construction workers.	89298-6-2874			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  f) The long term legacy use of the campus sites are agreed in full with the authorities prior to making an application to the IPC with reference to housing and employment opportunities and/ or restoration to greenfield land and investment in environmental enhancements.	89298-6-3373			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	there is currently insufficient information available to determine what the needs of worker groups will be or indeed how fit for purpose worker accommodation could be adapted to meet a longer term requirements of local communities. For instance, could two or more construction workers share a flat/house that is later made available for families in housing need, or can accommodation blocks be designed in such a way that allows for later conversion of units to family housing.	89298-6-4781		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is essential therefore that proposals for associated development in Sedgemoor respond to the opportunities identified by the Council and its communities and where possible, provide investment that supports longer term sustainable place-shaping and development.	89307-6-2832			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No mitigation measures are proposed for the removal stage. Beneficial impacts related to the re-use of the BRI-C accommodation have been identified. Limited information has been provided, however, in relation to proposed actions and partnership arrangements to ensure the accommodation is fit for purpose.	89360-6-10890			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is not clear what, if any, legacy will be left for the community of Bridgwater and other local communities following the construction phase.	89414-6-18262			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In terms of accommodation, a more considered and comprehensive understanding of accommodation impacts and a responsive strategy will be required to inform a detailed strategy.	89416-6-583			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- maximises opportunities to use permanent structures that can be converted to meet future local housing needs;	89416-6-2074			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- provides legacy strategy to improve certainty about long term legacy uses for campus sites that reflects objectives set out by the authorities and communities;	89416-6-2247			/	



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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- ensures long term viability of the visitor economy including accommodation and nonaccommodation related elements;	89416-6-2412			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- That the siting and design of associated development sites should be informed by legacy uses agreed with the local authorities for these sites, with the objective, wherever feasible and in accordance with policies of the council, that infrastructure and accommodation provided for construction will be made available for use by the community after the construction use has ceased.	89418-6-8635			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Furthermore a legacy of economic benefits will in part be secured through agreement to and commitment to delivering legacy uses associated with the infrastructure, accommodation and facilities provided during the construction stage. This commitment is absent from the obligations and requirements document, as considered elsewhere within this report.	89419-6-9044			/	
Tractivity 62953	Public	Stage 2 Update	EdF should actively pursue the option of legacy housing for workers.	89682-6-479			/	

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Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	<p>PRE-APPLICATION CONSULTATION STAGE 2a RESPONSE</p> <p>As for Stage 2, we are sending a written response to the 'Update on and Proposed Changes to Preferred Proposals' consultation exercise as the questionnaire once again ignores the wishes and needs of the local communities.</p> <p>Question 1 Workforce, employment, skills and business engagement</p> <p>The increase in the workforce numbers comes as no surprise; we would expect it probably to exceed the revised numbers. This only adds to the transportation issues which require the solution of a totally new route to the Point.</p> <p>We would also like clarity on the evidence to back up EDF's assertion that 5,000 of the 20- 25,000 individual jobs are expected to be filled by Somerset residents. Where is the substantiation for this or could it be a "figure plucked out of the air"?</p> <p>Question 2 Accommodation proposals</p> <p>We would support SDC's view that proper, legacy housing, largely spread around Bridgwater, is better than concentration in temporary hostels. Indeed, as you have recognized, there is no practical location in Cannington for significant development.</p> <p>Question 3 Community mitigation and benefits</p> <p>it strikes us as significant that EDF propose the massive increase in the community fund at this point in the consultation process (hoping, no doubt, to be seen by observers as generous and therefore sway opinion) - the original figure of £1m was derisory given the disruption that will be caused to local communities. Any contribution to local communities may be welcome but not if it is intended to appease residents by avoiding the significant expenditure needed to resolve real issues such as transport.</p> <p>If proper road infrastructure was planned and built, many of these mitigation issues would lessen considerably. That is, spend money now on getting the transport right, taking the problem away from villages, not ploughing through the middle of them and expecting residents to be grateful for new local amenities.</p> <p>Question 4 Working hours</p>	89689-6-0		/		
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	<p>Large temporary accommodation campuses are considered to be detrimental in terms of place making and regeneration objectives in the short and medium term, providing a poor quality built environment and giving rise to distortions in local demography with potential impacts associated with community safety and social cohesion.</p> <p>They also represent an unsustainable approach for the long term as temporary units will need to be removed and the land redeveloped.</p>	89735-6-6729		/		

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Exmoor National Park Authority	Local authority	Stage 2 Update	The consultation document makes reference to the provision of new housing which could accommodate workers and then provide in the longer term for the needs of local communities. The issue of legacy housing should be investigated in much greater detail and form a key part of the accommodation strategy. The housing would promote a lasting link between the nuclear development and the local communities and should be discussed and worked up in much greater detail now with the local authorities.	89736-6-6021		/		
South Somerset District Council	Local authority	Stage 2 Update	We would question the "Surveys for EDF Energy confirm that there is sufficient accommodation within the local area to meet that need without displacing tourists or putting pressure on local housing." and would like to be able to see them and the analysis that supports the assertion made.	89737-6-658			/	
Taunton Deane Borough Council	Local authority	Stage 2 Update	The Council is disappointed not to see some sort of accommodation 'legacy' proposals to mitigate the effect upon the local housing market such as the funding of an appropriate level of new permanent housing to accommodate the workforce within the Taunton area.	89741-6-5625		/		
Holford Parish Council	statutory consultee	Stage 2 Update	Holford Parish Council is dismayed to find no commitment in the 'Update' to the provision of permanent affordable housing, only that the possibility of providing 'some affordable housing' is being explored. The Council believes that a commitment to a substantial increase in affordable housing would bring long term benefit to the area.	89750-6-1515		/		
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	Permanent housing which can be used for families.	89779-6-8214			/	
Magna West Somerset Housing Association Limited	Non-statutory consultee	Stage 2 Update	Linked to my earlier comment, we are very interested in your ideas about developing some permanent housing in West Somerset. If developed and once EDF had finished using any housing during the construction phase, we would be interested in talking to you about opportunities to purchase any "legacy" housing, that could then be used for social renting. If you would like to discuss this as a separate issue, then please get in touch with me.	89780-6-2155			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	The money proposed to be spent should instead be used to develop clusters of accommodation, supported by new or updated leisure facilities, in the surrounding towns and villages. This would provide an opportunity for workers to integrate, leading to less law and order issues, and provide a legacy of affordable housing which is so desperately needed to enable local young people to remain in their communities.	89872-6-6901		/		

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Whilst evidence of supply of non-campus accommodation has improved and a rationale for distribution presented, the Councils would strongly encourage EDFE to take a significantly more pro-active response to accommodation provision and management, and to seize the opportunity to further downsize the scale of temporary accommodation campuses in favour of delivering permanent accommodation that would provide legacy housing for local people in accordance with the Joint Dillington vision on Housing (Accommodation). This would provide a tangible legacy for local communities and help meet the Governments wider objectives to deliver housing growth.	89873-6-13940		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The approach set out in the Stage 2 update and in the draft Accommodation Strategy, whilst not yet fully developed, still has the potential to allow EDFE to reduce the scale of the campus sites even further. The Councils continue to actively encourage this approach in order to establish a lasting legacy of permanent build housing development that can meet EDFE's short term needs plus the long term needs of communities in Somerset.	89885-6-483		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	EDFE's legacy commitments in the proposals as now updated still offer limited additionality in terms of legacy. The Councils are concerned that the Accommodation Strategy legacy benefits are limited to the possibility of stimulating improvements in accommodation facilities and site preparation works for a development that already has planning consent. What is missing from the Strategy is any concrete commitment to delivering permanent housing or community facilities as suggested in the Councils' Stage 2 response and as now set out in the Councils' draft Hinkley Supplementary Planning Document.	89889-6-1980		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The draft Hinkley Point C Supplementary Planning Document describes a considerable number of tangible legacy opportunities that the Councils would encourage EDFE to give serious consideration including: <ul style="list-style-type: none"> <li>- reuse of high quality temporary accommodation structures in the local area for affordable housing provision;</li> <li>- investment in permanent housing provision in Williton, Watchet, and Stogursey as well as in Bridgwater, in particular in the context of the Innovia site boundary treatment;</li> <li>- delivery of sports and leisure facilities associated with accommodation proposals that can be retained in the long term for use by local communities; and</li> <li>- development of ancillary use structures at Innovia to a permanent standard to enable their re-use for community facilities in the long term.</li> </ul>	89889-6-2584		/		

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	WSC's final view on which site would represent the preferred option would need to take account of the final accommodation strategy pursued by EDFE and how the needs of existing businesses on the site will be catered for. Provision of permanent housing at Williton, used as accommodation for construction workers during the HPC project construction phase, is promoted in the Draft HPC SPD. Should EDFE decide to bring forward accommodation proposals at Williton, the rationale for providing a Park & Ride facility on adjacent land may well be strengthened and the use of the Smithyard Terminal would be the preferred solution and would be supported.	89895-6-6206			/	
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- The development of Cannington Court as a Management Training Centre would be hugely beneficial to the College, in terms of meeting the needs of its Higher Education level provision. It would potentially be a very valuable management training resource for EDF itself and its Supply Chain, and would complete the investment for the College's Cannington Centre, and improve facilities at the heart of the village. Existing College facilities such as the Outdoor Activity Centre, the Walled Garden and the Golf Course would complement the Management Centre and the College would be happy to include access to these facilities as part of a Management Development offer.	89436-77-11785			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Accommodation construction to provide a real legacy such as conversion after use by EDF to affordable starter homes, tourism accommodation, student accommodation attached to centres of excellence (e.g. nuclear skills centre at Bridgwater College) or business incubation or work hub spaces	89215-138-3528		/		

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Stockland Bristol Parish Council	Statutory Consultee	Stage 1	We suggest that all accommodation for the workforce should be 'on site' as Hinkley B was during its construction.	8721-8-3242		/		<p>Throughout the consultation, many of the responses relating to the principle of campus accommodation on-site expressed conflicting views about whether no accommodation or all of the accommodation should be provided on site, should development consent be granted. Some consultees were concerned about site specific issues in terms of the proximity and perceived dominance of the campus, particularly on Shurton (these concerns were raised at all stages of the consultation), the conduct of workers and whether workers will impose a burden on existing facilities.</p> <p>As part of the Stage 1 consultation a broad range of options were suggested for off-site accommodation campuses, including the possibility of campuses in three sites at Cannington (including two options for Cannington College) and two options at Williton. At Stage 2 these options were discontinued partly in response to consultation responses received. The Stage 1 Consultation Report, in July 2010, explained that the campus accommodation would instead be split between the Hinkley Point C (HPC) site and Bridgwater. In the consultation report it was explained that this approach would:</p> <ul style="list-style-type: none"> <li>• help to minimise travel and pressure on local roads by focusing accommodation close to the site and in Bridgwater (the nearest major urban centre);</li> <li>• be complemented by regular bus services, which would ensure that workers travel by bus rather than private car to minimise traffic on local roads;</li> <li>• be supported by measures to ensure that workers maintain a high standard of conduct in the local community; and</li> <li>• be accompanied by support for local health, police and educational facilities.</li> </ul> <p>A number of consultees expressed concern about the development of an on-site campus. There are good reasons for proposing an on-site campus. They include:</p> <p>Workers can either walk directly to site or take a very short bus journey within the site compound. This will materially reduce the number of trips of workers through Cannington and other local villages on the local road network.</p> <p>Having personnel close to site will ensure a rapid and effective response to any on-site issues or incidents.</p> <p>By minimising travel times between the campus and the site, an on-site campus will help to increase the</p>
Stogursey Parish Council	Statutory Consultee	Stage 1	6. The Parish Council voted unanimously against a hostel for workers being built on site at Hinkley	8723-8-1307			/	
Highways Agency	Statutory Consultee	Stage 1	For workers' accommodation, the Agency supports the provision of accommodation on-site for up to 700 workers which would reduce the need to travel. The Agency would welcome a further increase in the provision of worker accommodation on-site.	88860-8-6541		/		
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	- It is believed that more information should be provided that shows the reasoning and justification for locating accommodation for 700 workers on the main development site.	87910-8-1057			/	
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Finally, whilst it is not possible at this stage to assess the impact of the consultation activities that have been undertaken by EDF during stage 1, the Council has a concern that the summary consultation document did not clearly indicate that EDF were proposing to accommodate 700 workers on site. This is an important issue to the local community and the summary documentation may be the only way in which some people will access the information.	87950-8-3396			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
West Hinkley Action Group	Non-Statutory Consultee	Stage 1	- The residents do not wish a hostel to be located on site, but if there is no alternative then they wish the numbers to be limited to 700 beds. The campus should be located as far to the north-east of the site and as far away from Shurton as possible. There is concern about workers leaving local public houses and causing a nuisance to local householders and there should be effective measures to prevent unofficial short-cuts from the entire site to Shurton and Stogursey village. If a campus is built there should be consultation with the local community about after-use of the site; use as an outage car-park is considered to be susceptible to misuse and abuse, a potential source of noise and light pollution, and likely to be unsuitable for the proposed legitimate use unless it is much closer to the main development.	8755-8-4312			/	<p>productivity and efficiency of the workforce through minimising the effective length of their working day.</p> <ul style="list-style-type: none"> <li>An on-site accommodation campus will be particularly beneficial for those working night shifts or irregular unsocial hours, including some supervisory and maintenance staff</li> </ul> <p>However, in response to the points raised in consultation, a number of changes were made to the on-site campus. Following the Stage 1 consultation a landscape bund was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more changes were made which have now been incorporated into this application for development consent. These include:</p> <p>scaling back the size of the campus from 700 to 510 bedspaces in order to minimise the intrusion into the local area. This was considered the minimum possible size to maintain the operational efficiency of the campus and also to avoid transport impacts on the local road network.</p> <p>Making the layout of the campus more compact</p>
Bridgwater College	Consultee with an Interest in Land	Stage 1	We are prepared to explore with EDF the possible use of accommodation at Priory Lodge, although this would need to be replaced with additional accommodation possibly through the refurbishment of the Amory Block or accommodation in Cannington Court itself. Alternative replacement accommodation could be provided through the purchase and refurbishment of Cannington House which is currently owned by Brymore School, as dormitory accommodation for Year 11 students.	8774-8-7563			/	<p>Lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south.</p> <p>Repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site.</p> <p>Repositioning the sports pitches to the north east of the site to facilitate public use.</p>
Tractivity 697	Public	Stage 2	9c. Any other ideas or comments? All workers should be accommodated at the site to reduce traffic.	9457-8-5135		/		To address the concerns expressed about potential disturbance caused by workers in the on-site campus and elsewhere, EDF Energy made clear that it would introduce a Code of Conduct for workers, which would be actively enforced.
Tractivity 714	Public	Stage 2	9c. Any other ideas or comments? Why not house ALL your workers there? There must be enough room to do so.	9472-8-5792		/		A number of consultees raised issues concerning provision of facilities for workers in the campuses. The on-site accommodation campus has been designed to include a good level of facilities to meet the anticipated demands of workers. This includes sports pitches (which will also be available for use by local communities), gym facilities, meeting areas, restaurant and lounge bars and IT facilities. Providing a good set of amenities on-site will result in workers having less need to leave the site and will therefore reduce traffic impacts and help to ensure employee
Tractivity 735	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? There should be no on-site campus or large groups of workers on caravan parks. They will swamp the local communities and any tenuous economic benefits will simply not be worth the social and environmental upheaval. Workers should be housed in urban centres of population or not at all.	9493-8-1830			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 735	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>13. Please let us have your overall views on our proposals and any other general comments in the box below</p> <p>The more that is learned about this project the more it becomes clear that this location is not suitable for a development of this size, scope and duration. In the event that permission is granted, the major areas of concern for me are:</p> <p>Campus on site - this would be a disaster for the local area and should be rejected.</p> <p>Workforce behaviour - any workers who may be accommodated in the local area in other facilities should have a very strict code of conduct applied.</p>	9493-8-6823	/			<p>well-being and good behaviour. Comprehensive medical and other facilities will also be provided more generally for workers to ensure that they do not increase the burden on local providers.</p> <p>A number of consultees suggested that EDF Energy should ensure that the accommodation it provides, should development consent be granted, is capable of having a long-term legacy use. The on-site campus is not suitable for permanent accommodation due to its proximity to the proposed power station. The Bridgwater A campus would not be suitable for conversion into permanent housing, because the needs of a temporary construction workforce, mostly consisting of single males, are very different from the needs of permanent residents. The campuses will be built in blocks of accommodation, with separate amenity blocks providing catering and leisure facilities. This is the kind of accommodation that many construction workers would want, but it would not be suitable for local families. However, the accommodation is very suitable for students, and EDF Energy has proposed that the planned Bridgwater C campus could be left as legacy accommodation for Bridgwater College, subject to the appropriate planning consent being received at the time.</p>
Tractivity 737	Public	Stage 2	<p>1. Any other ideas or comments?</p> <p>The proposed accommodation block would be intrusive</p>	9495-8-129			/	
Tractivity 737	Public	Stage 2	<p>You have not been able to provide convincing arguments in support of this campus or indeed on measures to mitigate or compensate the local population for the substantial loss of amenity and quality of life.</p>	9495-8-5837			/	
Tractivity 742	Public	Stage 2	<p>9c. Any other ideas or comments?</p> <p>Should be temporary at this site</p>	9500-8-4670			/	
Tractivity 746	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Do not want a campus on HPC site. The residents will be very disruptive to local people. I was here for HPB and it could be like the wild west in local pubs even though hostel had every facility. You should consider the use of land a) existing HPA site. b) The common land that you say is too difficult to buy. With your resources you could easily, at least, lease it for construction. So my priorities are 1) no hostel 2) if you must have a hostel then use HPA site or common land or both. Existing hostel far too close to Shurton. Think of the fantastic PR you would get for utilising a decommissioned site. It is owned by the government in the end so is possible. Also has existing infrastructure. Do not accept that you cannot do it. Why must you have so many people. Why not 200 people. You have just quoted max no. from HPC inquiry</p>	9504-8-2986		/		
Tractivity 746	Public	Stage 2	<p>9c. Any other ideas or comments?</p> <p>Do not want campus at HPC site. See item 4 for my comment. Priorities:</p> <ol style="list-style-type: none"> <li>1) No campus at HPC site (or if have to)</li> <li>2) Move it away from Shurton to HPA site or common land</li> <li>3) Reduce no. of people at HPC campus.</li> </ol>	9504-8-7419	/			



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 750	Public	Stage 2	4. Any other ideas or comments? Since my engineering expertise was constructing hydro/electric schemes in African and Asia there were invariable in undeveloped areas. Hence we had to build a complete mini town infrastructure to accommodate all of our workers. So the proposals are sound and logical, particularly some local entertainment facilities and sporting interests can be incorporated in the layouts. These will, of course, need to be nurtured and maintained throughout the construction period. A football pitch is really a necessity and also tennis courts. Indoor facilities could include badminton, squash and a machine equipped gym at each location. Your transport proposals are sound with park and ride facilities near M5 exits 23 and 24. You will probably have to incorporate a binding condition in your terms of contract for each worker to have to use the park and ride facilities as people are loath to abandon car travel unless it is enforced.	9508-8-1998			/	
Tractivity 755	Public	Stage 2	9c. Any other ideas or comments? all should be here	9513-8-5763			/	
Tractivity 763	Public	Stage 2	9c. Any other ideas or comments? This should be reduced - as we are small communities	9521-8-6493	/			
Tractivity 765	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? An onsite campus for 700 as proposed is too many and would swamp the small hamlets. It would not improve traffic as goods, staff and supplies would be needed to look after those on site. I would ask please that you reconsider and look towards building a small campus to house only those necessary on site	9523-8-1492	/			
Tractivity 765	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? I understand it is necessary to have a campus but 700 is too many.	9523-8-4896	/			
Tractivity 771	Public	Stage 2	9c. Any other ideas or comments? I don;t think 700 places would be enough.	9529-8-4735		/		
Tractivity 772	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? If you dont want to build roads and bridges then all accommodation needs to be on site	9530-8-1743			/	

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Tractivity 772	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? need to increase number	9530-8-4614			/	
Tractivity 799	Public	Stage 2	2. Any other ideas or comments? Instead of building in other places, build the accomodation and other facilites you may need to the west of the site.	9557-8-1294				
Tractivity 799	Public	Stage 2	8. Any other ideas or comments? It is a fair way further away from the hinkley site and probably requires it, but accomodation could still be on site.	9557-8-5607		/		
Tractivity 799	Public	Stage 2	9a. Any other ideas or comments? You do not need to place any more housing in bridgwater itself, it is congested, busy and over populated enough as it is, move the accomodation on site.	9557-8-6128			/	
Tractivity 799	Public	Stage 2	9b. Any other ideas or comments? Much less people which is good but still could be put on site.	9557-8-6448			/	
Tractivity 799	Public	Stage 2	9c. Any other ideas or comments? Needs to contain EVERY peice of accomodation for building the site, not just 700.	9557-8-6630			/	
Tractivity 799	Public	Stage 2	11. Any other ideas or comments? The site poses health risks to the local residents because we don?t trust you not to move nuclear waste in the area. also the park and ride is not required if all accomodation is on site. The roads in the area are already congested enough, especially in the summer and wet and cold winter days. If you have to build the facilities, build them the other side of the motorway.	9557-8-8040			/	
Tractivity 802	Public	Stage 2	9c. Any other ideas or comments? As many as possible should be housed at the site.	9560-8-4630			/	
Tractivity 809	Public	Stage 2	1. Any other ideas or comments? Facilities based on site in current scheme where investment could be be made locally at Cannington. Investment for the long term is required - not the short term.	9567-8-129			/	

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Tractivity 809	Public	Stage 2	2. Any other ideas or comments? Although further land could be gained from basing facilities off site while retaining housing on-site.	9567-8-547		/		
Tractivity 812	Public	Stage 2	9c. Any other ideas or comments? we would be interested in operating the facilities	9570-8-5005			/	
Tractivity 820	Public	Stage 2	9c. Any other ideas or comments? Workers should be fully integrated into the community. Campuses make an isolating environment. How does this leave a lasting legacy for SOMerset?	9578-8-5963			/	
Tractivity 824	Public	Stage 2	9c. Any other ideas or comments? Why not put all the workers here. Easy. No travelling. Why not? They do this in Japan and other Asian countries.	9582-8-5432		/		
Tractivity 828	Public	Stage 2	9c. Any other ideas or comments? I cannot see why more spaces could be provided on the short term basis thus eliminating the need for both Cannington and Williton Park and Ride schemes. NOT ACCOMMODATION	9586-8-4768			/	
Tractivity 830	Public	Stage 2	4. Any other ideas or comments? The plans are partially satisfactory only:- 1) Campus within close proximity to Hinkley C is an excellent, totally logical and cost efficient proposition. Good reason for a new road to connect with the M5 at Dunball	9588-8-2829		/		
Tractivity 830	Public	Stage 2	9c. Any other ideas or comments? This seems a sensible plan of action and should be extended to avoid using the Bridgwater town site where at all possible. This is especially true of Bridgwater college/rugby club sites as they were built on former waste tips with relatively poor drainage and possible methane and chemical content. This fact was not disclosed in local searches made when residents purchased properties in the area subsequent to 1990. It must therefore be assumed that no health risks exist in respect of the Bridgwater Rugby Club grounds	9588-8-9480			/	
Tractivity 837	Public	Stage 2	9c. Any other ideas or comments? An increase in capacity on site would help to reduce traffic movements.	9595-8-4471		/		

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Tractivity 838	Public	Stage 2	4. Any other ideas or comments? Does this mean EDF caravan parks in the countryside? Not satisfactory, if so. Onsite hostel too big, 3-4 storey eyesore. Too many workers (700) to tack onto village of 1400. Does not fit in with your apparent overall traffic strategy to reduce number of vehicle movements trough rural area.	9596-8-1805	/			
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? Put all accomodation campuses at Hinkley point site thereby keeping it under control at one site! Alleviating the need to run so many buses (at least 30 passing through Cannington and Comwich 4 times per day!)	9597-8-2258			/	
Tractivity 844	Public	Stage 2	4. Any other ideas or comments? I believe that campuses in Bridgwater makes sense as it is the largest town near Hinkley point, but that the site at Hinkley Point should be used.	9602-8-2389		/		
Tractivity 844	Public	Stage 2	9c. Any other ideas or comments? Whilst I agree that accomodation should be placed at Hinkley point, could there not be amore accomodation arranged on site?	9602-8-6572			/	
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	1. Any other ideas or comments? Too close to Shurton. No camp	9604-8-129			/	
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We have enough stress in Shurton, we want no camp here putting pressure on local lives. In France you do not need a camp on site, so why here? Put all the workers in B/W. We live in a ?pleasant rural location? and that should be considered and respected. As (Personal information removed) has quoted for Cannington and de-camped for them. NO CAMP AT HINKLEY POINT.	9604-8-1929			/	
Tractivity 849	Public	Stage 2	9c. Any other ideas or comments? Make the accomodation larger at Hinkley Point. Keep the workers there	9607-8-4761		/		
Tractivity 860	Public	Stage 2	9c. Any other ideas or comments? Should be more.	9618-8-4737			/	

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Tractivity 875	Public	Stage 2	9c. Any other ideas or comments? Nearby- traffic problems	9633-8-5016			/	
Tractivity 881	Public	Stage 2	9c. Any other ideas or comments Obvious place for accommoidation	9639-8-5315			/	
Tractivity 883	Public	Stage 2	4. Any other ideas or comments Why move the camp, or cancel the planned camp (or hostel) at Cannington because of local concerns and respect for the area, are the people and the area of Shurton, Burton and Stogursey not respected in the same way, or are we seen as a soft touch.	9641-8-1486			/	
Tractivity 891	Public	Stage 2	9c. Any other ideas or comments Could a use be found for this rather than removal/reinstatement after construction is complete? Example conference facilities or training centre etc	9649-8-4330			/	
Tractivity 898	Public	Stage 2	9c. Any other ideas or comments? Very good - workers will be directly on the site	9656-8-5106			/	
Tractivity 908	Public	Stage 2	9c. Any other ideas or comments? Timescale of houses being built and available all important.	9666-8-5101			/	
Tractivity 911	Public	Stage 2	9c. Any other ideas or comments? Will they be needed after construction phase? If yes, then satisfactory. If no, then unsatisfactory (unless to be removed or one of a non permanent nature ie caravans, etc)	9669-8-4239			/	
Tractivity 915	Public	Stage 2	4. Any other ideas or comments? Build site campus on North of site. Question: Are those renting locally being picked up by site buses or will they use own vehicles (parked at Hinkley site)?	9673-8-1704			/	
Tractivity 917	Public	Stage 2	9c. Any other ideas or comments? Up to you?	9675-8-5379			/	
Tractivity 919	Public	Stage 2	2. Any other ideas or comments? Houses should not be built on site	9677-8-408			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 919	Public	Stage 2	9c. Any other ideas or comments? A total mess and asking for trouble	9677-8-4429			/	
Tractivity 920	Public	Stage 2	9c. Any other ideas or comments? See my comments for questions 2 and 4	9678-8-5614			/	
Tractivity 925	Public	Stage 2	9c. Any other ideas or comments? putting so many itinerant workers in a very rural setting would be very disruptive to locals - roads, amenities etc would be overrun.	9683-8-5507			/	
Tractivity 931	Public	Stage 2	4. Any other ideas or comments? Too many people and it is not proven that so many will be required. Certainly no adequate consultation has occurred between EDF and potential local accommodation suppliers.	9689-8-1824			/	
Tractivity 931	Public	Stage 2	9c. Any other ideas or comments? No facilities and the site has insufficient suitable infrastructure. eg. loos, roads, footpaths, etc	9689-8-5217			/	
Tractivity 932	Public	Stage 2	4. Any other ideas or comments? As a local resident I am very much against the large number of workers to be housed on the site. The main reason for my opposition is that the sheer numbers will eventually change the nature of the area when workers are off duty. They will not wish to stay in the confines of the work area however leisure facilities are available it is human nature to want to be out and about. How much better to be somewhere near a town. There will be bus transport - as has been indicated from Bridgwater Park and Ride.	9690-8-2312			/	
Tractivity 932	Public	Stage 2	9c. Any other ideas or comments? See page 3	9690-8-5947			/	
Tractivity 936	Public	Stage 2	1. Any other ideas or comments? Any screening of the site is preferable to none at all. However I am totally opposed to the erection of an accommodation block for 700 on site workers whether screened or not!!	9694-8-125			/	

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Tractivity 936	Public	Stage 2	4. Any other ideas or comments? There are large amounts of land at Dunball suitable for all the building of campus accomodation. The building of accomodation at Hinkley Point for the site workers is unacceptable. 700 testosterone, single young men living in close proximity to the residents in the villages and hamlets scares the shit out of much of the community, it will be like 10 years of the wild west. Rapes burglaries, criminal damage, even murder, fights, etc will be commonplace and EDF I understand are proposing to fund one police constable and one community beat officer - what a laugh, get real! The answer is a fully manned police station 24/7!	9694-8-2211		/		
Tractivity 936	Public	Stage 2	9c. Any other ideas or comments? Of all the EDF proposals for constructing this powerstation - This is the worst!. It is unsatisfactory to propose such a campus, it shows a complete disregard for the local population. 700 single men of varying nationalities will wreak havok on the local population in their free time! Cars, M/C?s vans tearing through the narrow lanes, hamlets and villages is unacceptable. It scares the shit out of many of my generation	9694-8-6968		/		
Tractivity 937	Public	Stage 2	4. Any other ideas or comments? The siting of an accomodation block ?on-site? is totally unsatisfactory. The impact of any large accomodation block will be problematical. The plan to use b&b and rented cannot be a good plan for the tourist trade. The areas outside Bridgwater near the Dunball Wharf are better options. To have 700 unoccupied males in one place will have a terrifying impact on our village and its hamlets. Stogursey was known as the ?Wild West? when Hinkley Point was built in the 50?s and in the 21st Century it will be worse - I fear for residents.	9695-8-2136		/		
Tractivity 945	Public	Stage 2	9c. Any other ideas or comments? preferable	9703-8-4681		/		
Tractivity 960	Public	Stage 2	9a. Any other ideas or comments? the on site accomodation should be bigger	9718-8-4110		/		
Tractivity 960	Public	Stage 2	9b. Any other ideas or comments? the on site accomodation should be bigger	9718-8-4323		/		
Tractivity 960	Public	Stage 2	9c. Any other ideas or comments? this sholud be much bigger	9718-8-4484		/		

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Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? No campus on site will be acceptable. Workers will dramatically effect local villages and disrupt residents. all workers must be sited in Bridgwater or close to motorways where they have access to sufficient amenities. No traffic must be allowed to use the lanes through Stringston, Stogursey, Burton and Shurton. Majority of traffic to be planned outside of business hours.	9732-8-2314		/		
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	9c. Any other ideas or comments? Totally unacceptable. Villages will be overwhelmed and have no adequate infrastructure. Traffic from site to Bridgwater will increase as workers travel in for entertainment and supplies so no benefit. No campus at Flammanville so no requirement. Cheif engineer for EDF said at meeting he did not want campus on the site.	9732-8-6116		/		
Tractivity 974	Dual - Consultee with an Interest in Land and Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below As a supporter of nuclear power I am DISMAYED at how the consultation and the plans have alienated the local population who have lived close to Hinkley Point with few problems in the past. The Campus on site makes little benefit for the massive disruption local people expect based on past experience during A nad B construction. Local roads will be terribly affected causing great increase in risks to local road users and frequent DELAYS. Light pollution from the site is NOT being taken seriously by EDF.	9732-8-8234		/		
Tractivity 985	Public	Stage 2	4. Any other ideas or comments? The overall strategy has not been thought through properly by EDF. EDF refuse to act upon the views of our parish that we do NOT want a worker?s campus on site at Hinkley C. The campus?s at Bridgwater are a good idea but not large enough. It is a poor idea to house 700 workers in Stogursey Parish which only has a total population of about 1300 people - the area cannot cope in any way. Bridgwater would benefit from the campus because they are desperate there for more facilities and business opportunities, the facilities of the Bridgwater Campus could be marvellous legacy for the future of Bridgwater. I am fearful for the safety of Shurton and surrounding if a campus goes ahead at Hinkley C because there WILL be crime, drunkenness, road rage and many other social problems caused by having 700 single males living amongst us. The parish just cannot cope. This would impact on us for the next 10 years, a long time.	9743-8-3202			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 985	Public	Stage 2	9c. Any other ideas or comments? I do not want a campus at Hinkley C. the parish is far too small so this idea is wholly inappropriate. There is no valid reason for housing it here. The parishioners have voted unanimously against the proposal. My wife and I are afraid of the crime, antisocial behaviour, extra noise, light pollution and insecurity this would bring, plus all the extra traffic. The lack of police officers in the vicinity is a huge worry as EDF only propose to supply 2 more officers which would be inadequate. The Parish does NOT want a campus here OVERLOOKING this hamlet of Shurton.	9743-8-8397			/	
Tractivity 985	Public	Stage 2	We do NOT want the campus at Hinkley C.	9743-8-11344			/	
Tractivity 986	Public	Stage 2	We especially do not want the campus at Hinkley C.	9744-8-10351			/	
Tractivity 991	Public	Stage 2	2. Any other ideas or comments? Residents do not want an on-site campus to be located in this Southern area. It should be moved to the North away from Shurton and substantially reduced in size . EDF have been unable to justify the figure of 700 workers to be housed in this campus. If permitted this would swamp the parish of Stogursey andthe hamlet of Shurton which lies within 70m of the campus boundary.	9749-8-852			/	
Tractivity 991	Public	Stage 2	4. Any other ideas or comments? No justification provided for an on-site hostel for 700.Close proximity to Shurton plus it?s location on a ridge result the campus visuallydominating the surrounding area.On-site hostel should be moved to the North of the site away from Shurton and reduced in size and number of workers.	9749-8-2606	/			
Tractivity 992	Public	Stage 2	4. Any other ideas or comments? The planned position of the on-site campus being on a hill overlooking Shurton less than 300 yards away could not be more provocative. EDF has failed to justify the need to house 700 workers on site.	9750-8-1828	/			
Tractivity 993	Public	Stage 2	4. Any other ideas or comments? No campus on site. These workers will cause trouble in the rural community. All hostels should be in large towns such as Bridgwater , Taunton etc where such a large influx would go relatively unnoticed.	9751-8-1732			/	
Tractivity 996	Public	Stage 2	9c. Any other ideas or comments? Any campus on-site would be catastrophic for the local community. All workers should be bussed in and out. This is the lesser of two evils.	9754-8-4577			/	

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Tractivity 996	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Construction of Hinkley C will be a major detriment to the local community. EDF should minimise that detriment to its utmost. By bussing in all workers on major roads. No campus. No use of local roads.	9754-8-6285		/		
Tractivity 1002	Public	Stage 2	4. Any other ideas or comments?  Make use of any available sites in Bridgwater and have bare minimum of hostel workers on site.	9760-8-1868		/		
Tractivity 1007	Public	Stage 2	9c. Any other ideas or comments?  Too many people in a small rural area. Some permanent work force on site will obviously be required, but 700 is too many.	9765-8-4454	/			
Tractivity 1010	Public	Stage 2	9c. Any other ideas or comments?  all workers should be accommodated here	9768-8-4406	/			
Tractivity 1017	Public	Stage 2	4. Any other ideas or comments?  Maximise local workforce, minimise need for accommodation. No on site hostel.	9775-8-1623		/		
Tractivity 1017	Public	Stage 2	9c. Any other ideas or comments?  Wrong place for so many migrant workers. On the edge of a rural community is not the place for, what is likely to be, 700 single young men.	9775-8-4770		/		
Tractivity 1031	Public	Stage 2	4. Any other ideas or comments?  Do not want workers camp on site. Not enough local amenities. Many workers will leave site with vehicles. Local road system not suitable for a lot more traffic.	9789-8-1909		/		
Tractivity 1033	Public	Stage 2	4. Any other ideas or comments?  Purpose built accommodation should all be on site. If you propose Bridgwater for accommodation this should be incorporated with the Northern bypass which is acceptable to the majority of all local residents between Bridgwater and Hinkley to avoid traffic problems on the A39.	9791-8-2007		/		
Tractivity 1033	Public	Stage 2	9c. Any other ideas or comments?  All temporary site workers should initially be housed on site. If land is at a premium multi storey temporary building accommodation blocks could still be built away from local villages	9791-8-6250		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1039	Public	Stage 2	4. Any other ideas or comments? Putting campuses at Bridgwater and Hinkley is very sensible - plenty of facilities (bars, clubs, cinemas, etc) in Bridgwater. Both sites well situated re. proximity to motorway for those workers wishing to return home at weekends. previous idea of housing many of them at Williton was ludicrous as it did not meet any of the above criteria.	9797-8-1484		/		
Tractivity 1047	Public	Stage 2	9c. Any other ideas or comments? There should be no site at Hinkley Point C. oUr families have chosed to live in a quiet rural setting. Our children play freely in the village and know and are known by all locals. This small village would be swamped by a hostel of 700 who, despite effort of EDF to contain workers, they would be out in the community. This would change their way of life considerably.	9805-8-4891			/	
Tractivity 1063	Public	Stage 2	9c. Any other ideas or comments? The Hinkley Point C site should accomodate the majority of workers, if land on site is at a premium, why not build up? (3 or 4 story accomodation blocks)	9821-8-5415			/	
Tractivity 1064	Public	Stage 2	9c. Any other ideas or comments? Totally unacceptable - Shurton would be completely ruined and swamped by vehicles and people; and become dangerous - Tragic to do this to our lovely countryside.	9822-8-4906		/		
Tractivity 1067	Public	Stage 2	9c. Any other ideas or comments? As a (Personal information removed) I can see the benifit of an on site accommodation block if properly managed. However I do have concerns about the proposed location of the facility.. To be of benefit for the construction it needs to be adjacent to the main construction site, not almost 1Km away and certainly not on the ridge where it will have a significant visual impact for local residents. (see comments regarding light pollution under section 1, Main Site and Construction Phase)	9825-8-6998		/		
Tractivity 1076	Public	Stage 2	4. Any other ideas or comments? There is absolutely no guarantee that EDF will maximise the use of local workers - what skills are required, what oppourtunities are there for local people to train for these skills? EDF will simply emply the cheapest labour (not british). Whilst in the shortterm some bed and breakfast proprietors may gain from out of season guests the lack of suitable accommodation for tourists will cause a lot of harm to our communities. I think all accommodation campuses should be on the Hinkley Point C site in order to reduce the amount of extra traffic on our roads.	9834-8-2120	/			
Tractivity 1076	Public	Stage 2	9c. Any other ideas or comments? This seems a better option	9834-8-6548		/		

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Tractivity 1083	Public	Stage 2	4. Any other ideas or comments? I think the influx of workers will ruin the local Somerset tourist industry. A hostel on the Hinkley site would appear to solve the traffic problem but what will the workers do in their time off? They are sure to want to leave the site, making more movement of traffic. Accommodation in Bridgwater would seem better placed than in villages as there would be something within walking distance for entertainment. However, this will cause traffic problems as Bridgwater already has grid lock problems.	9841-8-1932			/	
Tractivity 1087	Public	Stage 2	9c. Any other ideas or comments? No justification for such a large site. We were told by your own French engineers at a meeting that they could see no need for a work camp at Hinkley Point.	9845-8-5104			/	
Tractivity 1104	Dual - Consultee with an Interest in Land and Public	Stage 2	1. Any other ideas or comments? We are very concerned about the proposed hostel for 700 workers - both site and number of people.	9862-8-129			/	
Tractivity 1120	Public	Stage 2	4. Any other ideas or comments? All workers should be housed in Bridgwater which has the facilities plus size to make it better able to cope with such a large influx. No on-site campu	9878-8-2507			/	
Tractivity 1131	Public	Stage 2	9c. Any other ideas or comments? The infrastructure does not exist to accomodate 700 places.	9889-8-4156		/		
Tractivity 1146	Public	Stage 2	2. Any other ideas or comments? The accommodation campus is excessive.	9904-8-436			/	
Tractivity 1151	Public	Stage 2	9c. Any other ideas or comments? Why not more places	9909-8-4486			/	
Tractivity 1163	Public	Stage 2	9c. Any other ideas or comments? There is not sufficient recreation to accomodate this number.	9921-8-5991			/	

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Tractivity 1165	Public	Stage 2	9c. Any other ideas or comments? Too many. Too close an encroachment on existing properties	9923-8-4448			/	
Tractivity 1167	Public	Stage 2	1. Any other ideas or comments? Consideration to more housing on site reducing need to travel to the site on regular basis. Dont know area well enough to comment	9925-8-125	/			
Tractivity 1168	Public	Stage 2	9c. Any other ideas or comments? There are not the facilities to support this number of people in the local area. We feel that workers are unlikely to want to stay on site in their free time. Would you!	9926-8-4749			/	
Tractivity 1169	Public	Stage 2	4. Any other ideas or comments? Try to keep as many workers on site as possible	9927-8-1588			/	
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The proposed on-site campus is far too large, bth in size of the buildings and number of staff proposed, therein.	9933-8-1900		/		
Tractivity 1177	Public	Stage 2	4. Any other ideas or comments? My concern is over the numbers at the Hinkley campus - see9iii	9935-8-1490	/			
Tractivity 1177	Public	Stage 2	9c. Any other ideas or comments? I am concerned about the impact of large numbers of workers living at the Hinkley campus on the small community of Shurton. While I realise that some workers may be required to lve on site, this number should be kept to a minimum, and certainly less than the 700 men proposed. While I understand that entertainment will be laid on, i wonder what 700 single men living away from home will do on weekends?	9935-8-4615		/		
Tractivity 1183	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? You appear to be insisting on the absolute necessity of a campus at Hinkley point for 700 - you should know your requirements but given all the land you now own how can you justify putting it on the southern boundary so close to local residents?	9941-8-2080	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1195	Public	Stage 2	2. Any other ideas or comments? This move of boundary I believe was planned well in advance to give the impression of compliance to the wishes of the local community. The totla area of land being destroyed would reduce the area required. Also the 700 bed campus is not needed on site feeling up more land.	9953-8-801			/	
Tractivity 1202	Public	Stage 2	4. Any other ideas or comments? 700 workers housed at the Hinkley C site is far too many! These people will also be able to bring cars onto site increasing traffic in local areas/roads.	9960-8-1509	/			
Tractivity 1202	Public	Stage 2	9c. Any other ideas or comments? Too many people - too many cars	9960-8-4574	/			
Tractivity 1203	Public	Stage 2	9c. Any other ideas or comments? Total opposition as stated above	9961-8-5345			/	
Tractivity 1210	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Your consultation has lacked detail. You should consult your engineers who agreed that we do not need a C site work camp. A proper traffic is also lacking	9968-8-6165			/	
Tractivity 1219	Public	Stage 2	9c. Any other ideas or comments? Closer to the site is an advantage to reduce traffic but would workers be bored being without general facilities.	9977-8-5151			/	
Tractivity 1233	Public	Stage 2 Update	I believe running an accommodation co-ordination facility is both good for workers and good for the local community as it facilitates a single point where suppliers can be put in touch with seekers.	89499-8-447			/	
Tractivity 1235	Public	Stage 2 Update	Q1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement? Yes, keep your hinckley workforce in hinckley unless you want to buy my home for the full price as the lorry park will devalue it.	89501-8-0			/	
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans? The proposed campus is huge and unsuitable for a greenfield site. The campus is too big for a hamlet to cope with. I believe that the local, mostly elderly, population will not want to use the facilities and indeed many people would feel uncomfortable entering an area with unfamiliar workers, especially as it will almost certainly be wild and lively.	89563-8-3821			/	

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Tractivity 1303	Public	Stage 2 Update	My personal preference would be for a very large on site campus which would greatly reduce traffic chaos.	89569-8-634	/			
Tractivity 1303	Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans? Personally I would like to see the number of site located workers increased.	89569-8-2437		/		
Tractivity 1324	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Any proposal to reduce accomodation spaces on-site from previous levels is bound to be viewed as an improvement. However, the requirement for an on-site campus is not accepted and is the single most disappointing aspect of the proposal. Furthermore the campus, should its requirement be proven, should be at the northern end of the site furthest away from residents.	89590-8-703		/		
Tractivity 1324	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	The campus should be removed altogether or moved northwards on site.	89590-8-2700		/		
Tractivity 1334	Public	Stage 2 Update	The on site accommodation, whilst decreased in number, I believe should not be built at all, as it will add extra traffic, noise, congestion, pollution and disturbance to local residents, who will be adversely affected anyway.	89600-8-1277	/			
Tractivity 1339	Public	Stage 2 Update	I believe your policy of reducing the on site campus accommodation to be deeply flawed. It does NOT fit harmoniously with the developers plan for N.E. Bridgwater.	89605-8-662		/		
Tractivity 1339	Public	Stage 2 Update	Why have all these people travelling to and from the main site costing a small fortune overall when the on site campus could be extensive;	89605-8-2780			/	
Tractivity 1340	Public	Stage 2 Update	The problem of the on-site campus has not be addressed. It would appear that EDF do not listen to local people. The plan for 510 single males on-site is not acceptable. There seems to be no justification for such a large campus.	89606-8-428			/	
Tractivity 1346	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? WE ARE OPPOSED TO ANY ON-SITE CMPUS HOUSING MORE THAN (SAY) 50 ESSENTIAL WORKERS	89612-8-124			/	
Tractivity 1347	Public	Stage 2 Update	There is no obvious reason for so many people to be housed on site, better if they were more dispersed in the community.	89613-8-280			/	

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Tractivity 1349	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	It has been proved that you do not need an onsite campus. Have you really only knocked the number down to 510.	89615-8-71		/		
Tractivity 1355	Public	Stage 2 Update	There is no justification for an on site hostel particularly as a temporary structure is proposed with no legacy benefit.	89621-8-547			/	
Tractivity 1356	Public	Stage 2 Update	No/Move the work camp	89622-8-942			/	
Tractivity 1357	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	You have proposed a decrease in the number of bedspaces at HPC campus, but we are still against a Campus at HPC due to our proximity to the site.	89623-8-1497			/	
Tractivity 1358	Public	Stage 2 Update	No justification for such a large workforce on site	89624-8-71			/	
Tractivity 1358	Public	Stage 2 Update	No work camp	89624-8-519			/	
Tractivity 1361	Public	Stage 2 Update	I do not believe a hostel on site is either appropriate or necessary. The only time EDF requires round the clock workers is when the concrete is being poured which is a period of eight weeks. As of yet, no justification has been provided.	89627-8-71			/	
Tractivity 1367	Public	Stage 2 Update	Any reduction at the Hinkley site is welcome.	89633-8-220			/	
Tractivity 1369	Public	Stage 2 Update	Any reduction in numbers at the Hinkley Point C hostel would be good	89635-8-247			/	
Tractivity 1372	Public	Stage 2 Update	EDF have not proven the need for an on site campus so there should not be one	89638-8-321			/	



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Tractivity 1373	Public	Stage 2 Update	The figures you quote are confusing. Workers moving in ?to peak at around 3700? yet number of bedspaces on ?sites has reduced from 1925 to 1510?. you are not committing to the development of permanent housing. You are still not showing a need for an on-site campus so although the reduction from 700 to 510 is good it should not be there at all.	89639-8-368			/	
Tractivity 1373	Public	Stage 2 Update	On site campus should be scrapped.	89639-8-1722			/	
Tractivity 1374	Public	Stage 2 Update	Any ?campus facility? AT ALL will be seriously detrimental to the hamlet of Shurton and environs. all workers should live off site.	89640-8-71		/		
Tractivity 1376	Public	Stage 2 Update	Whilst the downsizing of the on-site hostel is to be commended, the number of workers to be accommodated will still heavily outnumber local residents and should be reduced to no more than 100 in line with the West Somerset's proposals.	89642-8-274			/	
Tractivity 1377	Public	Stage 2 Update	There should be no campus on site you have not demonstrated a need.	89643-8-253		/		
Tractivity 1379	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Too much. no more that absolutely necessary should be housed on site.	89645-8-292		/		
Tractivity 1379	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans? Too many workers living on site	89645-8-696			/	
Tractivity 191	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  No worker hostel at Hinkley.  Avoid accommodation in Williton direction to protect the lanes from the A39 between Kilve and Holford, and Stogursey lane	8906-8-3750			/	

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Tractivity 191	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>So far there is no evidence that any of our concerns that have been raised at Shurton meetings have been considered and that we have actually been actively misled by the EdF representatives particularly regarding raffic control in the lanes, the use of the fields closest to the villages, the loss of rights of way and especially the potential of a hostel and permanent car park close to Shurton and Wick.</p>	8906-8-6696		/		
Tractivity 200	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>To have the accommodation directly next to the c site would cut down on the travel requirements and would not require invasive building at village locations.</p>	8908-8-2423	/			
Tractivity 203	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The idea of building accommodation in Williton is absurd. Williton is a small village and having hundreds of migrant workers invade the village would cause disruption and nuisance. Build the accommodation next to Hinkley Point, which is already an eyesore.</p>	8910-8-1066		/		
Tractivity 204	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I am not in favour of a large accommodation site located at the facility because, from my own knowledge of similar solutions (the channel tunnel construction site, for one), there was a massive local increase in crime and violence, not to mention inevitable conflict with the locals. The local area is too sparsely populated to absorb so many incomers and the existing socio-economic mix of the area would be adversely affected. Most residents are here because of the high quality of life the existing mix offers and would suffer serious adverse effects should this solution be adopted. Whilst I appreciate that this proposal is aimed at reducing traffic volumes in the area, I suggest that either a lower number be accommodated on site and more use made of the park and ride scheme, or that the staff be accommodated in smaller groups over a greater geographical area.</p> <p>Alternatively, train more local people and reduce the requirement to import you</p>	9335-8-4171			/	
Tractivity 220	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Putting a large amount of workers (single) in a small village environment will have a catastrophic effect on village life- probably for the worse. Why can't the hostels be closer to the main site?</p> <p>I would like to see the transport help in other areas and have as little impact on peoples lives as possible-for example building the road from J23 to Rodway/Combwich.</p>	8922-8-1096	/			

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Tractivity 228	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Accommodation should not be concentrated in Cannington but be nearer the site, built as a temporary structure that is removed on completion. We do not wish to see permanent buildings at Cannington College site where the pitch &amp; putt site is at present. This is not a legacy to Cannington residents but an added facility to the College in its quest to become Somerset's only university.</p>	9338-8-1275			/	
Tractivity 230	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Naturally I am totally opposed to the proposal for on-site accomodation in the location you have identified. It will add insult to injury for Shurton residents and it will make additional hell for the area in general. If you do build the hostel and then after construction turn the space into a car-park for outages it will be abused as a facility and will cause additional light and noise pollution.</p> <p>I am dismayed by the damage proposed to Williton.</p>	8931-8-3376	/			
Tractivity 245	Public	Stage 1	<p>1. Any other ideas or comments?</p> <p>I am totally opposed to the proposals put forward affecting Cannington, Comwich, Williton &amp; Bridgwater. I believe the proposals have been made as the cheapest cost to EDF without any consideration of the cost to the residents &amp; damage done to their villages &amp; way of life. According to the proposals for Cannington C, the first view to anyone arriving in the village would be a site of HGVâ€™s, storage, dormitories, parking etc. etc. Does this indicate a villal or a commercial/industrial site? Would you like to be met with this view on approaching your place of residence?</p> <p>If access was made through Dunball Wharf and all the above facilities were erected on site, this would obviate the disruption described above as it would be accross virgin ground.</p> <p>I appreciate that this would be a more costly route but offset against this would be cheaper costs in construction of theses facilities in one place, plus the benefit of having your staff o</p>	9341-8-359			/	
Tractivity 247	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Should be more assomodation on site.At least 1000 units</p>	8940-8-961	/			
Tractivity 249	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Why not keep all accomodation on site and therefore affect as few local families as possible. If on site then transport needs will be reduced. The immediate hamlets will already have their lives ruined but you could limit the effect on those a few miles away.</p>	8942-8-1042	/			

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Tractivity 257	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. All workers should be housed on site	8946-8-2141	/			
Tractivity 266	Public	Stage 1	4. Any other ideas or comments? I feel that as many workers as possible should be housed on the Hinkley Point site to reduce traffic on local roads.	8955-8-1096	/			
Tractivity 267	Public	Stage 1	4. Any other ideas or comments? Park and ride should start around the M5 junctions and to minimise impact on local areas, the accomodation blocks should be either on site or near the M5.	8956-8-1247		/		
Tractivity 267	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I feel that most of the construction workers could be housed either on site or near M5 junctions. They could use the park and ride facility wherever the camps are. The engineers would probably relocate their families, so would rent or buy locally. The impact on Cannington village/ accomodation is at Cannington Centre or on a green field site would be tremendous.	8956-8-2843		/		
Tractivity 269	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. When the A station was built workers were accommodated on site and in Birdgwater with workers from outside being transported by bus to the site. The same happened when the B Station was built- why can't this be repeated. A bypass would be the only thing needed everything else could be accomodated in site at Hinkley.	8958-8-2072		/		
Tractivity 280	Public	Stage 1	4. Any other ideas or comments? Buy more land at Hinkley Point and keep m ore workers on site. What is there for 320 people to do in Cannington? You could build a bigger car park there as well (Hinkley Point)	8969-8-916			/	
Tractivity 294	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? 'C' was agreed in 1989 but not the accomodation.	8982-8-3793	/			
Tractivity 318	Public	Stage 1	4. Any other ideas or comments? Park and ride should be at the motorway areas with minimum impact on residential areas ie use industrial areas and site eg Express Park. Accomodation should all be on site for construction workers.	9006-8-1149			/	

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Tractivity 341	Public	Stage 1	4. Any other ideas or comments? Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?	9029-8-1061	/			
Tractivity 342	Public	Stage 1	4. Any other ideas or comments? An accommodation block for 700 on site is unacceptable. There should be no accommodation facilities on site. This will lead to marauding groups of single men invading by car our peaceful villages and hamlets by day and drunk by night. We will have no 'wild west' here!! There is sufficient land allocated for housing development at Willstock Farm Bridgwater, land between the A39 and A38 up to Dunball to site all the accommodation required.	9030-8-1232	/			
Tractivity 352	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I think the workforce will be welcome and should become part of the local communities which need fresh impetus and new ideas. It is a return to 60's. Not keen on the chaps being hosed out at the site in what is virtually no man's land.	9040-8-3217		/		
Tractivity 360	Public	Stage 1	4. Any other ideas or comments? Accommodating the construction workers on site would negate all of the hostel requirements in locations ill equipped to deal with the volume and type of employees you propose. It would also negate the need for the park and ride facilities off site	9048-8-939			/	
Tractivity 402	Public	Stage 1	4. Any other ideas or comments? All accommodation should be on site or off shore in oil rig type housing or by using redundant cruise ships moored at proposed jetty or use old roof factory site at puriton for all needs using existings rail link which should be extended next to the Huntspill River to a new Wharf of bridge a rail link would transport all personel and construction loads or off load from reailway and use Huntspill river and Parret as Canel.	9085-8-882		/		
Tractivity 406	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I totally agree that a new power station is needed at Hinkley I support this. I question the transport and accommodation facilities at Cannington.	9089-8-4088		/		

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Tractivity 411	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The construction workers should be accommodated on site to avoid disruption to villages which could not cope with extra people. The road situation , with particular reference to the road between Cannington and Williton, Does not need extra traffic.	9093-8-2067	/			
Tractivity 439	Public	Stage 1	4. Any other ideas or comments?  Accommodation and transport facilities should be concentrated at Bridgwater and the site itself	9118-8-987		/		
Tractivity 448	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  Traffic, accommodation and disruption should be kept as near to Hinkley Point as possible Williton too far away.	9126-8-4059			/	
Tractivity 453	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I am fearful of the impact of 200 single men staying close to the community. One major incident could spark real resentment that no amount of sticking plaster could repair. In my view you need the people on your side. Site the hostels away from communities and you're half way there.	9131-8-4198	/			
Tractivity 454	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We feel 700 workers based on site at Hinkley Point is too many. Even though you are providing restaurants and leisure facilities, we do not feel this will be enough to keep that many people entertained and do not feel the local villages will be able to cope with that many extra people. Also, has the safety of local residents and children been taken into consideration with so many people on site in one place.	9355-8-3200			/	
Tractivity 462	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  A temporary campus on site would resolve any future use issues.	9139-8-2914			/	
Tractivity 499	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  I am very much in favour of Hinkley C; the new reactors are obviously needed for security of electricity supply in the future. However, I am concerned at the amount of land that will be needed during construction, it is a much larger area than anyone had envisaged. This has obviously upset many of the local residents (Shurton and Burton etc) who will be adversely affected. I think they had assumed that the work and hostel would be 'in the distance' rather than 'on our doorstep'.	9172-8-5372			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 509	Public	Stage 1	The campus should be much further away from the southern edge of the site.	9181-8-1172	/			
Tractivity 509	Public	Stage 1	Also, the proposed campus accommodation is claimed to be sited furthest away from most existing homes. This is not the case and it should be moved north towards the coast.	9181-8-4835			/	
Tractivity 512	Public	Stage 1	On site cuts out a lot of unnecessary travel.	9184-8-2447			/	
Tractivity 518	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  Why not house all workers on site. This would alleviate all transport problems on our roads.	9190-8-3642				
Tractivity 523	Public	Stage 1	4. Any other ideas or comments?  Accommodation should be on site to avoid transport by roads that already have traffic problems. Why should other areas have to put up with having 200 or more migrant workers dumped on them for 10 or 12 years?	9194-8-1213		/		
Tractivity 525	Public	Stage 1	We don't want a camp on site location too fragile, country lanes too narrow no facilities for coping with extra people.	9196-8-1765		/		
Tractivity 527	Public	Stage 1	We don't want a camp on site location too fragile, country lanes too narrow no facilities for coping with extra people. Does park and ride work? I understand in France it doesn't and chaos reigns everywhere!	9198-8-1755		/		
Tractivity 535	Public	Stage 1	4. Any other ideas or comments?  If a hostel is required on site it should be located further to the North away from Shurton.  There should be concrete guarantees that local minor roads through Burton and Shurton will not be used for workers transportation.	9205-8-1427		/		

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Tractivity 537	Public	Stage 1	4. Any other ideas or comments?  The proposed routing of traffic for such a major construction project is wholly unacceptable for residents of Cannington, Bridgwater and other locations in the area. Currently, any hold-up on the A39 causes grid lock on the major roads and smaller lanes, with serious implications for the Emergency Services. The A38 through Bridgwater (both from North M5 J23 and South M5 J23), the Broadway and NDR are already extremely busy roads, often with significant delays. The building of the new schools on the A39 will also add to the congestion in the near future. The proposals for accommodation for 200 and 120 workers in Cannington are wholly unacceptable, the social impact on such a small community would severely damage the character of the village. Sadly, past experience here and elsewhere has shown that problems of antisocial behaviour including drink, drugs, violence and crime follow these developments and accommodation should be provided on-site where problems can be policed and paid for by EDF.	9362-8-870			/	
Tractivity 537	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The vast majority of Workers should be housed at Hinkley site with EDF having the responsibility for and bearing the cost of any problems.	9362-8-3645	/			
Tractivity 539	Public	Stage 1	I feel (unlike Barnes 1990) that 700 is a large number of temporary residents to 'bolt onto' a parish the size of Stogursey.	9208-8-1949			/	
Tractivity 539	Public	Stage 1	As a non resident of Cannington or Williton I feel unable to comment on these proposals. Onsite accommodation seems sensible but I think 700 is too many, relative to the size of the local population (Stogursey and Hamlets). I don't think workers should be accommodated on the college campus, even if it is an obvious moneyspinner for Bridgwater College. There are too many immature and vulnerable young people at Cannington College for such a mix. Are all the workers and their visitors going to have CRB checks? Bridgwater seems a sensible location for campus as there is land which needs to be redeveloped. More money might come into the towns businesses and there is easy access to the M5.	9208-8-3375	/			
Tractivity 542	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  In conclusion  1. Do nothing at all around Williton.  2. Build new road around Hinkley Point North of Bridgwater.  3. Accommodate all workers on Hinkley Point site.  = minimum disruption to the whole area.	9211-8-5014	/			



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Tractivity 581	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>We suggest that all campus accommodation should be as near as possible to Hinkley. Future use if it has to be placed in Williton, the site facilities could usefully include a village hall and swimming pool and/or other sporting/recreational facilities and housing which could provide sheltered accommodation. Regarding other sites, there are few further education facilities in the area eg. no university in Somerset might this be an opportunity to contribute towards establishing new F. E facilities?</p>	9250-8-3205			/	
Tractivity 583	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I feel as many as possible should be housed as near as possible as transport costs are reduced and the implications for the environment reduced. Accommodation at Williton could be bad as it would entail a lot of traffic on an already busy road from Williton to the site. The buildings would be obsolete after build of the power station as Williton would have no use for a 200 bed building.</p>	9252-8-2216			/	
Tractivity 589	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>No more than 700 workers to be located on site. No coaches to use minor roads through Shurton and Burton.</p>	9255-8-1605	/			
Tractivity 600	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Measures should be taken to minimise traffic on the Hinkley Point/Cannington Road if there is an option to accommodate workers in a temporary campus on site, e.g. good park and ride facilities and a frequent Hinkley to Bridgwater bus service.</p>	9266-8-2791			/	
Tractivity 605	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The temporary campus on site should, if possible, be increased to 900 so that the Williton site would not be required. All that would then be required in Williton would be a park and ride. If Williton campus still required, much more thought needs to be given to its siting, layout and access roads to/from site.</p>	9271-8-2317			/	
Tractivity 606	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I can see no reason for not housing all workers on site.</p>	9366-8-1951	/			

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Tractivity 23207	Public	Stage 1	Cost wise, surely it would be cheaper to erect all your accommodation, storage depots etc. etc. in one place on site and have all your staff on site rather than have them transported in from all the different locations?	9380-8-1306			/	
Tractivity 23207	Public	Stage 1	- Putting the accommodation on the Hinkley site would be a security risk. If it is a risk to the Hinkley site, what about the risk to the villagers?	9380-8-1664	/			
Tractivity 62125	Public	Stage 1	Proposed Campus We can see no justification for siting worker accommodation in the Williton / Sampford Brett area as it will only exacerbate traffic congestion on the A39. It would seem more logical to site the accommodation closer to the power station site and/or closer to recreational facilities such as on the outskirts of Taunton. Sampford Brett has a population of just over 200 people; to build accommodation for a further 200 people within our Parish ('Site B') would therefore almost double the population; we think this is disproportionate and therefore unacceptable.	9413-8-336			/	
Tractivity 62205	Public	Stage 1	Essentially, it would be much more sensible to accommodate all workers on site, build a new road to Hinkley Point from Bridgwater and do nothing at all around Williton - thus creating minimum disruption to the whole area.	9427-8-2142			/	
Tractivity 62307	Public	Stage 2	WHAG are going to campaign against the Campus, and for positive steps on your behalf to tackle the increase in traffic that is bound to occur on our local roads.	9996-8-958				
Tractivity 62313	Public	Stage 2	The proposals causing the most concern are the campus and the affect of the increase of traffic.	10000-8-1001			/	
Tractivity 62385	Public	Stage 2	- We gather that approximately 10,000 construction workers will be used on site over a 10 year period, and as the development area of Hinkley is a large acreage, why cannot suitable and comfortable accommodation, amenity and entertainment areas be built within the development sector for the construction workers that surely would offer less pollution than transporting the workers and thereby reduce the park and ride buses?	10048-8-5291			/	
Tractivity 62443	Public	Stage 2	I would have thought a hostel on site, with appropriate facilities, would be more suitable.	10071-8-485		/		

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Tractivity 62581	Public	Stage 2	Perhaps more worrying than both these things, however, is the hollowness of the consultation itself. Local people are being asked to respond to proposals that are unaccompanied by the rationale behind those proposals. Why 700 people resident on site? I have no idea. Why put buses on minor local roads? 'Because it is a better route than the A39,' says EDF. Better for whom? Not the people of the parish, for sure.	10132-8-1491		/		
Tractivity 62595	Public	Stage 2	(Personal information removed) has made an enquiry wanting some background information about the general construction of housing and how we see it working for the proposed station. Would you be able to "point me in the right direction" with enquiries such as this?	10144-8-48			/	
Tractivity 62605	Public	Stage 2	31/7/10 - to RM - Having attended the recent EdF Exhibitions we find that we are unable to complete a Consultation response before we get answers to some questions we lwe: 1) Could you please clarify the exact 'preferred route' the workers' buses would take from the proposed Williton Park-and-Ride to the site? The route in your Travel Strategy is not clear - the lane from the A39 does not go straight to the C182 - it turns right at a T-junction and travels through the Conservation area of the village of Stogursey. past the Primary School and down an already congested road, through narrow lanes to the dangerous junction at Clay lands Corner, or. turns left through the hamlets of Burton and Shurton through very narrow lanes where two vehicles cannot pass each other in places. Which direction is your 'preferred route' ? 2) We were unable to get an acceptable answer to our question about the number of 700 workers on site 24/7 in the proposed Campus. How has this figure been arrived at? We are aware of the figure from the public enquiry of some 20 years ago. We would like to know how many of these workers are deemed to be essential, as we challenged your staff to re-think how many core workers would be required, which would reduce the size and indeed the positioning of the controversial Campus, which, as you will be aware, is causing much anxiety to us all. 3) Why did the EdF French Engineers inform us all at the Public Meeting in June that they did not need a permanent work force on site? They are surely the ones who know what is required to build the reactors. We are well aware that at Flammanville. the workers do not live on site. Why then, is it necessary at Hinkley? We would be grateful for your response to these questions. No doubt, as we continue to peruse the many pages in your document, we shall have more.	10152-8-0			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council supports the proposal to house a part of the workforce on site.	10226-8-11142			/	
Tractivity 62344	Dual - Consultee with an Interest in Land and Public	Stage 2	No need to respond. To save a bit of breath on Wednesday, when you plan to call in. I should tell you that I absolutely endorse (Personal information removed) observation: 'The fact that such items (hostel; traffic) remain in your proposals has resulted in the belief that we have to fight because consultation is a waste of time. It has in fact hardened attitudes, and if you are not careful will turn many people against the power station.'	10280-8-0			/	

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West Somerset Council	Local Authority	Stage 2	- Concern over concentration of workers on the site and in one area of Bridgwater,	89183-8-4843			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	We are also aware that the accommodation strategy is subject to change, and opportunities for affordable housing are being investigated, although these cannot be included in the DCO application (due to Infrastructure Planning Commission regulations)	89222-8-8925			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	[1.6.41] If 700 bed onsite campus goes ahead it will increase Stogursey Parish by half and the majority will be single male. This is bound to have a significant adverse impact on local people, some of whose health is already suffering due to the stress and worry caused by EDF proposals, lack of clarity, failure to answer questions etc. Will EDF reconsider their plans for on-site accommodation?	89291-8-4108			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	[5.7.21 & 22]'The accommodation campuses represent potential for social disruption' Accommodation campuses also represent a significant opportunity to increase local expenditure.' The former statement is certainly true, but the latter statement is only relevant to Bridgwater. The on-site campus therefore only offers the potential for problems with no corresponding benefit to the immediate area. Will EDF reconsider the on-site campus?	89293-8-13723	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  a) The scale of the campus sites respond to their local context and should not cause harm in terms of character or environmental quality;	89298-8-1169			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  c) Opportunities for provision of service and amenity facilities are developed to ensure that, wherever possible, they can have a long term legacy value for neighbouring communities and potentially offer some services to communities during the construction phase, for example shared medical facilities;	89298-8-1800			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  d) The design solutions for campus sites are outward looking in that they will make a positive contribution to the areas in which they are located including making positive connections to walking and cycling networks and to green infrastructure networks, recognise gateway locations and provide appropriate architectural responses, including landmark structures where appropriate;	89298-8-2298			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The principle of campus accommodation to meet the needs of a large and temporary workforce can only be acceptable to the authorities on the basis of a number of critical factors which are:  The scale of the campus sites respond to their local context and should not cause harm in terms of character or environmental quality;  The campus sites should not impact negatively on the amenity of existing properties and households;	89307-8-5318	/			
Tractivity 62949	Public	Stage 2 Update	I still have seen no justification for the hostel on site. The reasons given at meetings are the requirement for security staff, and engineers during prolonged activities such as concrete pouring; and it is said that it will be a popular option for workers. Presumably they will be working in shifts, and can go off site between shifts as on any other site. Why should your workers be given an easy life, with a short walk to work, at the cost of complete loss of a way of life for local people? Everybody else in England has a journey to work - why not your workers?	89680-8-356			/	
Tractivity 62949	Public	Stage 2 Update	If the possibility of access roads becoming blocked due to an accident is cited, this just shows that the transport strategy, including the non- provision of major improvements of infrastructure, is inadequate. If the need for a few workers on site can be justified, I support the WSCC suggestion of a maximum of 100. Further, if these are resident for short periods only for a specific job, there is not a need for extra facilities, which will add to the concerns over noise and light pollution.	89680-8-927			/	
Tractivity 62953	Public	Stage 2 Update	There is no genuine robust justification for any workers to be housed on site. This does not happen at any other building projects and to insist on a Campus on site is particularly inappropriate on a greenfield site so close to settlements.	89682-8-239			/	
Tractivity 62953	Public	Stage 2 Update	Did you consult the community regarding your 'offer' for local people to use the Sports Facilities? How many of us do you seriously think will wish to avail ourselves of this offer?	89682-8-740			/	
Tractivity 62955	Public	Stage 2 Update	You are still not listening to us - we do not want ANY worker's accommodation in Shurton.	89683-8-333		/		

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Tractivity 62955	Public	Stage 2 Update	I think that EDF should scrap the plans to build the new power station at Hinkley, for the following reasons: a. The local infrastructure cannot handle such a project. b. We do not want hundreds of people living in workers' accommodation here in Shurton - it is a tiny hamlet.	89683-8-3462		/		
Tractivity 62967	Public	Stage 2 Update	2. Onsite campus : the reduction in numbers, visual impact and noise levels are beneficial but I am still not convinced by the arguments in the "Draft Accommodation Strategy" that there is a need for an onsite campus.	89686-8-0		/		
Tractivity 62972	Public	Stage 2 Update	The reduction in the size of the onsite hostel from 700 to 510 is risible. I am surprised that EDF has even bothered to propose such a tiny reduction. The Parish of Stogursey has less than 1300 residents. To add on even 510 is disproportionate. This is aggravated by the fact that it will not be what are normally thought of as households. Whilst I certainly do not wish to prejudge their behaviour, they will be unaccompanied men, away from their families, with no loyalty to the local area. One of the reason there is less crime and disorder in the countryside than in the city is that anonymity is less easy to maintain. This will not be the case with the inmates of  EDF's proposed onsite hostel. EDF should put forward a strong argument for having a skeleton staff ie a very small number of less than 100, living on site.	89687-8-2543			/	
Devon & Somerset Fire and Rescue Service	statutory consultee	Stage 2 Update	Accommodation It is noted about the reduction in numbers in the on-site campus from 700 - 510. The service however, still has concerns about the sleeping risk being created, in what has become a high risk occupancy. The remote location of the accommodation block, in comparison to the nearest Fire Station, and the lack of safety and management procedures within both the Draft Accommodation Strategy and the Preferred Proposals heighten concerns further.	89709-8-872			/	
West Somerset County Council	Local authority	Stage 2 Update	Finally it will come as no surprise to you that we remain uneasy about the size and location of the on-site campus. Our fierce support for the people who live closest to the site remains constant and the justification for the approach to this element of the main build is not convincing, albeit that contractors will see it as an attractive solution.	89734-8-3183			/	
Tractivity 63240	Consultee with an interest in land	Stage 2 Update	8 The Estate remains opposed to the principle of on-site accommodation being provided for the workforce. The Estate recognises the reduction in bed spaces and the reduction of the height of the on-site campus. However, in the Estate's view, this reduction does not go far enough.	89767-8-2457			/	

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18	Comments received under the EIR from the IPC	Stage 2	I think this location is unsuitable for the siting of such a large campus. Adding 700 people to a village of around 1300 is disproportionate.	89807-8-4449			/	
18	Comments received under the EIR from the IPC	Stage 2	In short I think that EdF needs to rethink its onsite accommodation plans.	89807-8-5554			/	
32	Comments received under the EIR from the IPC	Stage 2	We think it is very bad policy to site a large hostel for construction workers out in the countryside about a mile from the power station.	89821-8-1282			/	
Highways Agency	statutory consultee	Stage 2 Update	3.48 The Agency is disappointed that EDF Energy is proposing 190 fewer bed spaces at the on-site campus.	89840-8-417			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	15. Leading on from the accommodation issue above, the reduction of the on-site campus and its reorientation to move it further away from the local community is welcomed. However, it is not yet clear why it is necessary for so many workers to be accommodated on site, the benefits of such an approach (such as transport) and the possible impacts upon the community.	89844-8-4342			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	On-site Accommodation Campus: The reduction in the size of the camp and the smaller numbers to be accommodated do not in any way address SPC's primary objections around such a large number of unattached workers swamping the area, and the physical impact of the campus in a rural location.	89871-8-5208			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2 Page 10 Purpose-built campuses: Whilst the on-site campus may be a 'popular option' for workers, it most certainly is not for local residents.	89871-8-7814			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	3.3 The reduction to 510 rooms does nothing to change our opposition to such a large on-site campus for all of the reasons stated at Stage 2 which remain valid.	89871-8-16495			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.6 [5.1.1] Again EDF do not actually lay out their justification for campuses, nor their size.	89872-8-8256			/	

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Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.7 [5.2.1] Comparison with Sizewell B is irrelevant, as the campus was far further away from any local residents than is planned at HPC.	89872-8-8359			/	
Stogursey Parish Council	statutory consultee	Stage 2 Update	Major concerns over working hours, on-site accommodation and road traffic volumes have been raised here as well as in SPC's response to Stage 2a consultation.	89872-8-20327			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	While the proposed reduction in the scale of the campus from 700 to 510 bedspaces represents a minor improvement, West Somerset Council (WSC) do not support the principle of an on-site campus other than for workers for whom it is essential to be based at the site. The Council and the local community has continuously requested clarity on the minimum number of workers required and this has not been forthcoming.	89873-8-17405		/		
Tractivity 1339	Public	Stage 2 Update	dubious financial management [context not clear]	89605-225-2919			/	



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Nether Stowey Parish Council	Statutory Consultee	Stage 1	4.2 At the public meeting held in Nether Stowey on 14 January 2010 the EDF Energy representative stated that it had been estimated that 12% of the incoming workers would be in family units, rather than unaccompanied. The Parish Council believes that any development of workers accommodation in Nether Stowey should be designed to cater for this segment of the workforce. It is considered that such family units (with or without dependant children) are more likely to contribute to village life, support local businesses and facilities and less likely to cause law and order problems.	8717-9-11201		/		The principal issues raised by consultees were: <ul style="list-style-type: none"> <li>the adequacy of supporting technical studies;</li> <li>the distribution of accommodation and in particular whether it was appropriate for workers to be accommodated on-site;</li> <li>how accommodation would be managed and allocated to workers; and</li> <li>the need for legacy housing.</li> </ul>
Highways Agency	Statutory Consultee	Stage 1	The Agency's comments are based on the assumption that the accommodation will not be provided outside of the areas currently identified. Should sites in the wider area be proposed this could impact on the SRN and information to assess the impact will be required as part of the TA. The Agency therefore seeks to reserve its position on this matter and will make further comments accordingly.	88860-9-12050			/	As part of the Stage 2 Update consultation EDF Energy published its draft Accommodation Strategy which summarised the technical assessments that underpinned its proposals. Since then it has agreed various technical matters with the local authorities, and updated technical information is presented in the Accommodation Strategy published with the Development Consent Order application.
Highways Agency	Statutory Consultee	Stage 1	The Agency supports the principle of accommodating employees within Bridgwater providing that sustainable options for transport are provided between Bridgwater and the Hinkley Point C site, it is noted that option BRI-A forms part of the wider North East Bridgwater application site, to which the Agency has had detailed involvement. We therefore seek further clarification as to how employee accommodation will be provided at this site in line with the wider employment and housing proposals which form part of the current application which at the time of writing is still pending with Sedgemoor District Council (Ref. 09/08/00017/RM).	88860-9-17271			/	EDF Energy has carefully analysed the likely accommodation requirements of its workforce and is confident that there would be an adequate supply of accommodation to meet those requirements. In the draft Accommodation Strategy that was published alongside its Stage 2 Update consultation, EDF Energy set out its analysis of the availability of owner-occupied, private rented and tourist accommodation locally. EDF Energy also explained that there would be additional "latent" accommodation available as a result of local people letting rooms to Hinkley Point C (HPC) workers. This analysis has been updated in the Accommodation Strategy.
West Somerset Council	Local Authority	Stage 1	WSC is concerned of the impacts of the development on the availability of affordable and private rented accommodation to meet local needs. The additional demand from the EDF workforce for accommodation within the District may reduce the supply and/or increase the cost of affordable housing and EDF need to demonstrate how they will mitigate these types of impacts. Amongst the initiatives to be considered should be the potential to maximise the Potential for long term legacy benefits from the provision of worker accommodation. Therefore where worker accommodation is proposed to be provided in an appropriate location it should be of a permanent form of construction and the architectural form and layout of the housing should be of an appropriate standard and quality, should reflect local housing need and accord with design standards, sustainability requirements and guidance of the Council. Furthermore EDF should consider whether their housing proposals are consistent and possibly support the objectives for growth of key Settlements of the District within strategies at the regional level and emerging planning objectives (as part of VVSC's LDF) at a local level.	88780-9-7826			/	EDF Energy took account of the availability of local accommodation when sizing its campus accommodation. One of the key reasons for providing campus accommodation is to ensure that there is sufficient accommodation available in the local area to meet the demands of the HPC workforce without displacing local people. In its Stage 2 Update consultation, EDF Energy explained that the sizes of the campuses had been revised taking account of more detailed analysis of the availability of accommodation locally.  EDF Energy is confident that the co-incidence of maintenance 'outages' at Hinkley Point B would not

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	b) We wish to see a coherent and comprehensive strategy that establishes the need for the associated development sites. This strategy should include details of the evidence that has been used to inform the type, scale and location of the associated development sites that are believed to be required to mitigate against the impacts associated with the construction phase, and to a lesser extent the operational phase, of the development at Hinkley Point. Based upon the information presented it is not clear how different approaches have been considered or assessed to inform the proposals. For example, an appraisal should be undertaken which considers the options associated with concentrating facilities at a smaller number of sites, rather than dispersing construction related activity over a wider area. Full account should be taken of regional and local planning policy when undertaking this appraisal.	87920-9-3153			/	<p>create a cumulative shortage of supply. Outages typically require a workforce of around 1,000 personnel and tend to happen in two of every three years. They usually take place in October and November when there is a significant surplus of tourist accommodation in the local area.</p> <p>For an account of why EDF Energy has proposed to focus its campus accommodation in Bridgwater and on-site, and how it has refined its proposals for the on-site campus in response to comments from consultees, the reader is referred to the Accommodation – Impacts – Impacts (local) response.</p> <p>For an account of why EDF Energy believes it is more appropriate to provide temporary campus accommodation than permanent housing to meet the needs of its workforce, the reader is referred to the Accommodation – Strategy – Alternatives response.</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	j) In general terms the aims and objectives of the accommodation strategy are supported.	87930-9-4461			/	<p>For EDF Energy's response to points raised about the availability of affordable housing, the reader is referred to the Accommodation – Strategy – Affordable Housing response.</p> <p>EDF Energy provided information about its Accommodation Management Strategy as part of the draft Accommodation Strategy published with the Stage 2 Update consultation. Since then, the Accommodation Management Strategy has undergone further development, and more information is provided as part of the present Accommodation Strategy. The Accommodation Office would provide a service both to non-home based construction workers seeking accommodation and to local people willing to supply such accommodation. Prior to the placing of workers within accommodation, providers would need to confirm to the Accommodation Office that their property (both houses and tourist accommodation) is safe and legal. The Accommodation Office would promote community cohesion through the provision of local information.</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>Comments on Accommodation Strategy</p> <p>The Councils are alert to the fact that the accommodation strategy could influence construction worker and public transport proposals, as well as requirements for supporting social and community infrastructure such as education, health and recreation provision. The development of accommodation for construction workers would be expected to achieve the design standards expected for any permanent development by the Councils, while opportunities for proposals to help meet identified housing needs in the district should also be investigated. A series of comments on the accommodation strategy are set out below.</p>	88270-9-4628			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Outages for Hinkley 'B' - It is noted that no account of the increasing outages for Hinkley 'B' are taken account of within the accommodation strategy which is considered a significant flaw.	88310-9-0			/	

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Management arrangements - No detail is included on how the accommodation strategy is to be managed for example, through a managing agent on the campuses, or through a booking service for tourism facilities.	88310-9-194			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The existing accommodation strategy is in fact a temporary accommodation strategy and does not extend to any wider impacts.	88310-9-412			/	
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	<p>Re: Pre-Application Consultation Stage 1: Consultation on Initial Proposals and Options, November 2009</p> <p>Further to our Council meeting on 14 January, 2010, I can now confirm the Council's comments on the consultation document.</p> <p>I attach a copy of the Council report for your information and reference.</p> <p>The minutes of the meeting are held in draft but will not be confirmed until the next full Council meeting in March 2010.</p> <p>I must highlight that there were strong views from a number of Council members and community representatives about the following:</p> <ul style="list-style-type: none"> <li>-Lack of evidence base, particularly on labour force requirements, accommodation planning, and traffic impact</li> <li>-Lack of planning strategy</li> </ul>	88890-92-0			/	
Tractivity 62130	Dual - Consultee with an Interest in Land and Public	Stage 1	In general terms I believe that 'temporary' style accommodation should not be provided because of the significant duration of the construction phase and the need at the end of use for it to be reconfigured for permanent use.	8752-9-1353		/		

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Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>The chamber understands that there are proposals to discourage workers from the site living in Minehead but that these will only be partially successful. The journey time from Minehead to 'site' will still be less than 30 minutes a distance many tolerate as a commute. Minehead is the primary town in West Somerset and hence the Chamber believes the town will be attract people moving into the area as they will see it as the most practical and desirable place to move to.</p> <p>The Chamber welcomes this and sees the growth of Minehead and the surrounding area as essential to its members. There is some fear that a simple supply shortage will eventually push up rental prices and house prices making it more difficult for anyone working in the area to afford to rent and buy. This will eventually create issues with staffing.</p> <p>The Chamber obviously welcomes the opportunity for better all year wages for but has a concern that any increase will be negated by cost of living increases or staff will be forced to commute from other parts of West Somerset.</p>	8757-9-3156		/		
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Hallam Land Management does not rule out the potential to accommodate a proportion of workers in other locations, or object necessarily to a strategy directing accommodation to four locations, but in the implementation of that strategic aim Hallam Land Management point out that it is imperative to prioritise the delivery of at least 500 places at Bridgwater before other options are considered.	8760-9-5271			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Hallam Land Management would also stress the opportunity to work with local housebuilders and registered social landlords to deliver not only bedsit type accommodation but the accommodation that will be required in the rental and owner-occupied sectors	8760-9-8666			/	
Tractivity 709	Public	Stage 2	<p>2. Any other ideas or comments?</p> <p>We should enlarge the accommodation site to fulfil the requirements of the total number of workers required during construction without having to build additional accommodation sites at other locations. The concerns of the locals to the enlargement should be set aside! This proposal will reduce traffic on A38, A39 &amp; A358</p>	9467-9-395		/		
Tractivity 778	Public	Stage 2	<p>9c. Any other ideas or comments?</p> <p>As I have stated already you have not listened to those villages and areas that are willing to work with you for the future.</p> <p>The present Hinkley Point site is well integrated into the local economy and structure.</p> <p>The reason for this is that the people who work there are part of those communities not outsiders living on campuses.</p> <p>Whilst a great number of the initial workers will only be temporary there will be a number who are not.</p> <p>Efforts should be made to integrate them from the beginning.</p>	9536-9-5357			/	

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Tractivity 849	Public	Stage 2	4. Any other ideas or comments? Why cant you employ all the people unable to get a job who live in the Somerset area and have their own homes and then you wont have to provide all that extra accomodation.	9607-9-1596			/	
Tractivity 875	Public	Stage 2	6. Any other ideas or comments? Less accomodation in the way	9633-9-3245			/	
Tractivity 880	Public	Stage 2	4. Any other ideas or comments? Provided sufficient facilities provided to occupy workers leisure time and adequate policing in place in case of incidents and antisocial behaviour (eg drink driving)	9638-9-1569			/	
Tractivity 898	Public	Stage 2	4. Any other ideas or comments? A much better strategy altogether thankyou	9656-9-1927			/	
Tractivity 913	Public	Stage 2	4. Any other ideas or comments? These overall accomodation strategy seems well thought out and a very good solution	9671-9-2210			/	
Tractivity 923	Public	Stage 2	4. Any other ideas or comments? If you maximise the use of local workers, there woul be no need of temporary accommodation as I am sure 3000 - 3500 workers could be found wihin communting distance i.e. Somerset	9681-9-1969			/	
Tractivity 958	Public	Stage 2	4. Any other ideas or comments? Glad to see brown sites are being used.	9716-9-1492			/	
Tractivity 964	Public	Stage 2	4. Any other ideas or comments? The proposals appear vague and do not give a clear indication about the increased traffic these campuses will create	9722-9-1488			/	
Tractivity 971	Public	Stage 2	4. Any other ideas or comments? The proposals on accomodation strategy do not seem to be based on any thorough research or enough consideration to be accepted.	9729-9-1808			/	
Tractivity 972	Public	Stage 2	4. Any other ideas or comments? Proposals do not seem to have been well thought through or justified based on any evidence or surveys.	9730-9-1829			/	

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Tractivity 985	Public	Stage 2	4. Any other ideas or comments? The overall strategy has not been thought through properly by EDF. EDF refuse to act upon the views of our parish that we do NOT want a worker?s campus on site at Hinkley C. The campus?s at Bridgwater are a good idea but not large enough. It is a poor idea to house 700 workers in Stogursey Parish which only has a total population of about 1300 people - the area cannot cope in any way. Bridgwater would benefit from the campus because they are desperate there for more facilities and business opportunities, the facilities of the Bridgwater Campus could be marvellous legacy for the future of Bridgwater. I am fearful for the safety of Shurton and surrounding if a campus goes ahead at Hinkley C because there WILL be crime, drunkenness, road rage and many other social problems caused by having 700 single males living amongst us. The parish just cannot cope. This would impact on us for the next 10 years, a long time.	9743-9-3202		/		
Tractivity 997	Public	Stage 2	4. Any other ideas or comments? Totally un thought out. I would recommend that you sack the company with the contract to advise on the effect the extra transport will have on the Taunton Road. ARE YOU INSANE, THIS IS NOT NUCLEAR SCIENCE!!NOT RELEVANT TO ACCOM.	9755-9-1570			/	
Tractivity 1003	Public	Stage 2	4. Any other ideas or comments? The stated accommodation is sensible and logical. plus the number of workers will boost the local economy substantially.	9761-9-1743			/	
Tractivity 1030	Public	Stage 2	4. Any other ideas or comments? Your plan for an hostel for 700 workers close to Shurton is TOTALLY UNACCEPTABLE to ALL the residents.	9788-9-2300		/		
Tractivity 1030	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Your proposals are completely unworkable and show a total lack of planning re. accomodation and transport. No consideration has been given to the environment and local population.	9788-9-7984			/	
Tractivity 1047	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below As (Personal information removed) I am very concerned about the impact, particularly the impact of the travel plan on the children who attend Stougursey School.	9805-9-6824			/	
Tractivity 1085	Public	Stage 2	4. Any other ideas or comments? Concern for infrastructure and availability of services to these workers and their families., Need for additional medical facilities and leisure facilities to support these workers and their families.	9843-9-1482		/		

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Tractivity 1091	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>The accommodation strategies in place seem very ill thought out. It is anticipated that 1500 workers will require accommodation from rented/owner occupied accommodation and B&amp;Bs. There appears to be no calculations involved in placement of workers. (Personal information removed) says " we cannot compel our workers to live in a specific place". How can you possibly know what facilities are available to house workers then? Aside from the campuses there seems no logic behind this.</p> <p>Will EDF compile a database of the local region for available B&amp;Bs etc? Will there be an accommodation office where workers can go to find accommodation? Will there be a website dedicated to finding suitable accommodation? (Personal information removed) has given assurances that tourism will not be adversely affected, and that " ladies will offer back bedrooms" for workers in order to make money! There seems to be a lot of casuality regarding this matter when local infrastructure will be affected</p>	9849-9-3088			/	
Tractivity 1091	Public	Stage 2	<p>13. Please let us have your overall views on our proposals and any other general comments in the box below</p> <p>Having read the proposals in detail, they appear to be in a stage of infancy, not mere months from submission to planning authorities. Not nearly enough thought or research has been completed to allow the build to go ahead with minimal disruption for local villages and towns. The accommodation and transport strategies need to be more closely linked. EDF should have regulations about where workers live. Accommodation should be managed like a University campus, with EDF seeking accom. and then offering it via an accom. office with regard to transport links. Not in such a haphazard fashion. EDF seem unsure of too many basics. Aside from the day to day transport/accom</p>	9849-9-13993			/	
Tractivity 1106	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>13. Please let us have your overall views on our proposals and any other general comments in the box below</p> <p>I support the need for a Power Station, but think the accommodation and transport strategy needs to be rethought. There should be a major investment in a dedicated transport route from the M5, including a new rail link. This could be left as a legacy for the future for use by West Somerset. Perhaps partners including Butlins and funding from Government for local tourism could be explored.</p>	9864-9-7224			/	
Tractivity 1140	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Not well thought out - no infrastructure</p>	9898-9-1531			/	
Tractivity 1142	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Not enough detailed information about this strategy to make an informed judgement or comment.</p>	9900-9-1665			/	

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Tractivity 1146	Public	Stage 2	4. Any other ideas or comments? As Q3. The temporary accommodation is essentially a new settlement. The same analysis and assessment should be applied as if this were a new town on a green field site being proposed by a housing developer. I am concerned that the housing will not be removed when reactor development is completed but will be sold on to a housing association as 'affordable' housing.	9904-9-2090			/	
Tractivity 1168	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below We get the impression that not much thought has gone into the question of roads, transport and accommodation. We hope that you will visit the local area to give you a better idea of the way forward.	9926-9-6611			/	
Tractivity 1182	Public	Stage 2	4. Any other ideas or comments? You underestimate TOTAL work of visitors. You over estimate the use of suitable local labour. Purpose built accommodation should be in place for a minimum of 80% of the total. Realistic site staff/labour force BEFORE work is started. Planned accommodation WILL NOT be a short term programme.	9940-9-1841		/		
Tractivity 1186	Public	Stage 2	4. Any other ideas or comments? Your numbers are GROSSLY UNDERESTIMATED in terms of total and OVERESTIMATED in terms of people from the locality. The whole programme and accommodation proposals should be underpinned by justifiable evidence of numbers in terms of grades, executive and visitors and this is assessed against normal Bridgwater visitors and holiday requirements.	9944-9-1676			/	
Tractivity 1240	Public	Stage 2 Update	We are dismayed to learn today (9 March 2011) that Sedgemoor and West Somerset Councils are still looking to house construction workers in 2/3 bedroomed dwellings on the original WIL-A site and hoping that the houses will be made available as permanent housing as a legacy use following the HPC construction phase. We are writing to the Councils to protest strongly against this.	89506-9-241		/		
Tractivity 1253	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? A brilliant idea could save people time and money. Also it would be making people money at the same time.	89519-9-232			/	
Tractivity 1256	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? None, as long as there is as little impact on my village life	89522-9-172			/	
Tractivity 1260	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Pleased they are smaller but think they should all be in Bridgwater	89526-9-240			/	



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Tractivity 1266	Public	Stage 2 Update	1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement? Working Hours. Shurton Hostel. Behole Lane. New Jetty at Hinkley Q2 Do you have any comments on our updated accommodation proposals? We are opposed to the Hostel at Shurton and feel it will interfere with our life in our villages at Shurton, Burton and Knighton.	89532-9-1		/		
Tractivity 1276	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Could do better	89542-9-124			/	
Tractivity 1277	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? peak workforce quoted on 5600. 2000 in ?local accommodation? and 1510 in campuses, leaves 2090 - where will they be accommodated? Spreading out the accommodation will increase traffic everywhere in the area, not just close to and between campuses.	89543-9-396		/		
Tractivity 1280	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Cautiously pleased at your proposals to work with the local councils and developers to refurbish properties and kick start stalled projects. However, only arrangements for new builds even to provide affordable accommodation for local people should be on brownfield. Under no circumstances should greenfield be used.	89546-9-0			/	
Tractivity 1282	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Work/life balance must be a major concern. ?Listening leadership? during the project will give good productivity and mitigation in local surrounding communities.	89548-9-265			/	
Tractivity 1283	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Confused on having more workers but less accommodation	89549-9-211		/		
Tractivity 1284	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Figures dont stack up. more construction staff, yet less provision for accommodation.	89550-9-180			/	
Tractivity 1287	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? The reduction is good news - the full use of local people would reduce the need for accommodation	89553-9-235			/	

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Tractivity 1294	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? I?m disappointed to see that half the work force will be in provided accomodation. This suggests only half or less will be locally employed folk. And in Feb/March newsletter, it suggests only a quarter. Why?	89560-9-253			/	
Tractivity 1296	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? We understand that there is a proposal for single workers accom at Cannington Court noticeably obmitted from your Changes to "Preferred Proposals" Feb 2011 and your consultation meeting. We do not want any accom at Cannington Court or indeed in Cannington village for Hinkley C. It would put a severe strain on policing/medical facillities/car parking ,notwithstanding the obvious implications which could occur with so many vulnerable young students from B/W College/Brymore within our midst. There is no legacy for the village from this accom only for B/W College would benefit.	89562-9-606			/	
Tractivity 1297	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q1 Do you have any comments on our proposals for the workforce and for employment, skills and business engagement?  The workforce should be accommodated in Bridgwater or larger towns. There are no local facilities in Shurton and the workers will only get bored and create trouble within the local villages.  Contract companies should be limited to working within reasonable working hours- no night or weekend working.	89563-9-0			/	
Tractivity 1302	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Do not want any	89568-9-154			/	
Tractivity 1306	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Much better	89572-9-215			/	
Tractivity 1353	Public	Stage 2 Update	The huge impact on the local accomodation market will distort house prices and make property unattractable for first time buyers. On site accomodation is completely unjustified.	89619-9-402		/		
Tractivity 264	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  It must be up to local people in the near vicinity of the proposed campuses to decide	8953-9-2415			/	

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Tractivity 281	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  A mix of accommodation appears an optimal solution.  Could local residents be provided with passes to use the leisure facilities at Hinkley Point during periods of off-peak demand?	9344-9-3255			/	
Tractivity 285	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Although worker accommodation would be an economic boost whichever area it's in, at what cost?  The Williton site bordering Mamsey House nursing home is worrying, and I would like more information to see how this would affect the well-being of Mamsey's residents, all of whom are frail, elderly and would not relish the effects of 200 workers and their cars etc on their doorstep. Also, the access road appears to run right next to Mamsey House.  This site also appears to border the hospital, and I have similar reservations for the patients there.  Where would the accommodation be situated on this site, and which areas would be car park?	8973-9-2206	/			
Tractivity 285	Public	Stage 1	10. Do you have any comments on our proposals in relation to training and business opportunities?  Local people should be employed wherever possible, and as long as training programmes are put in place early enough, this may reduce the need for accommodation sites.	8973-9-4150			/	
Tractivity 314	Public	Stage 1	4. Any other ideas or comments?  I am concerned about the volume of traffic on the C182 it is bad enough during a B Station outage. With new-build traffic as well I am afraid that fatalities will be inevitable. Having a 700 bed hostel on site would partly alleviate this.	9002-9-1197			/	
Tractivity 341	Public	Stage 1	4. Any other ideas or comments?  Accommodation for single workers should be provided on site as far as possible. To provide accommodation at Cannington College for single workers is totally unacceptable - what consideration has been given to the students and young people on the campus sharing facilities with single workers?	9029-9-1061	/			

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Tractivity 351	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  One of the principal attractions of living in a village like Williton or Cannington is that it is a small community. Those who chose to live there made a conscious decision not to live in a large urban environment and certainly did not expect to live adjacent to large accommodation campus with the adverse environmental consequences this would have. Given that space presumably exists for accommodation to be built, say, on the North Cannington site, elsewhere in Bridgwater or indeed on land on the Bridgwater side of Cannington there seems no real reason why the residents of Cannington/Williton should have to accept such a major adjustment to their lives to accommodate the construction and subsequent use of the proposed complex. In the interim planning blight will adversely impact those living in the proximity of the possible site, rendering it even more difficult to move house should the need arise.	9039-9-2812	/			
Tractivity 366	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Workers should be encouraged to integrate with the community, and should not be contained in large groups. This can be evidenced by how existing strategy for housing problems families. Problem families are not housed in estates together.	9053-9-2291		/		
Tractivity 377	Public	Stage 1	4. Any other ideas or comments?  It was stated by EDF at the meetings that there would be local employment at the site. Why then do we need all this extra accommodation if the workforce is local, or was that not quite the truth?	9064-9-1322			/	
Tractivity 378	Public	Stage 1	4. Any other ideas or comments?  1. To judge from current proposals, I am not convinced that sufficient effort has gone into identifying derelict industrial land and brownfield sites as locations for temporary accommodation. Greenfield sites should be used only as the absolute last resort and I think my idea below is worth serious study.  2. Based on my experience in the offshore oil industry, I suggest that a 'Flotel' could be floated into position alongside the planned temporary jetty, and then sunk and secured onto pillars socketed into the sea bed. Flotels are commonplace in Europe (on the Rhine and Danube for example) and can accommodate 1000 - 2000 people, complete with catering, utilities and leisure facilities. Desalination and sewerage plant would mirror that provided on cruise ships. The land earmarked for the 700 bed temporary campus would be used as a parking area and I've no doubt additional derelict industrial land could be identified in and around	9346-9-1700			/	
Tractivity 378	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  I am not in favour of the options which appear to necessitate greenfield developments.	9346-9-4113		/		

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Tractivity 380	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  As EDF (Personal information removed) has alledged that there will be thousands of new jobs created, if these were for local people then there would be no need for extensive building of accomodation but as we all know EDF will be bringing in their own French workforce.	9066-9-3172			/	
Tractivity 386	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  Any community benefits for the villages of Cannington, Williton and Combwich will be completely outweighed by the environmental impact of the EDF proposals. Bridgwater, which is in need of rvitalisation could benefit from additional workers accomodation, freight handling depots and park and ride facilities.	9071-9-3455	/			
Tractivity 397	Public	Stage 1	4. Any other ideas or comments?  See comments at end.	9348-9-961			/	
Tractivity 401	Public	Stage 1	4. Any other ideas or comments?  Proposed accommodation for workers/families at Hinkley Point c (700) is far to high in number as this will double the local population. This number should be kept well under the 7 proposed, and not to include families. Also accommodation etc. should only be temporary.	9084-9-1184	/			
Tractivity 413	Public	Stage 1	4. Any other ideas or comments?  We do not agree that EDF's proposals for having park and ride facilities and workers accommodation removed from or near the site are acceptable and are not warranted on economic or practical grounds.	9095-9-995			/	
Tractivity 438	Public	Stage 1	4. Any other ideas or comments?  more thorough research needed, not much local knowlege and understanding apparent	9117-9-1059			/	
Tractivity 441	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  All the proposals look reasonable, but need to reviewed in detail with local people.	9120-9-3789			/	
Tractivity 448	Public	Stage 1	4. Any other ideas or comments?  Putting extra traffic on an already dangerous road not sensible. Proposed sites in Willition too far from Hinkley Point. No Guarantee that accommodation will be used for benefit of existing local community.	9126-9-991	/			

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Tractivity 466	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  In the first option 700 seems too high.  The last option needs limitation in some way to prevent the current 'users' being pushed out completely, possibly never to return on completion of HPC.	9356-9-4461	/			
Tractivity 473	Public	Stage 1	4. Any other ideas or comments?  It is totally immoral to destroy entire villages like Cannington for the reasons of saving money. Therefore, alternatives should be sought. Provide an access road from near M5 Junction 23 direct to the existing access road near Combwich and North of Cannington. Avoid Cannington completely for freight area, park and ride and new accomodation buildings.	9149-9-896	/			
Tractivity 503	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Need to consider rationale for Bridgwater sites- using more than are with numbers controlled	9176-9-2481			/	
Tractivity 506	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Campus south of Cannington could bypass normal planning procedures.	9179-9-2303			/	
Tractivity 510	Public	Stage 1	4. Any other ideas or comments?  Transport- There is a proposal by a business man to start a ferry service between Welsh and English coasts of the Bristol Channel. Why don't you seek to employ as many of the staff as you can from from the heavily populated areas of Cardiff/Swansea and the vallys? Use the ferry that can dock at you proposaed jetty, then workers can commute back to their homes at the end of each shift, thereby reducing the need for so much accommodation.  Accommodation should be of a temporary nature on a immediately adjacent to the site thus avoiding the need to transport them to and from additional accomodation can be in local B&B's, rented propoerty and campsites, putting money into the local economy.	9182-9-1334		/		

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Tractivity 510	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  See my comments on point 4. Any accommodation building at Cannington Village or Williton must be avoided at all costs- these places should remain unspoilt. Cannington College must be the best judge of whether they have need and space for additional buildings. If you insist on campuses being built then Bridgwater Junction 23 is least of the evils, but that creates problems in transporting the workers to and fro. Keep accommodation on or immediately adjacent to the site, keep it of a temporary nature and remove as soon as construction is finished returning the land to its original state. You are proposing to build facilities at various places in a beautiful quiet unspoilt area of Somerset. Please do not wreck it by covering bits of it in tarmac and 'facilities' that are not wanted and once construction is complete, destined to become eyesores and white elephant.	9182-9-3482	/			
Tractivity 514	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Would rather there was no campus behind Mamsey in Williton, but if it was to go ahead then the legacy benefits should be the provision of leisure facilities that could benefit West Somerset Community.	9186-9-2173	/			
Tractivity 518	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Both Williton sites are on a flood plain. The site to the East of Williton is in the parish of Sampford Brett. Therefore there should be no build because of small village and no amenities. This site will also have an impact on adjoining residences.	9190-9-1995		/		
Tractivity 518	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?  Why not house all workers on site. This would alleviate all transport problems on our roads.	9190-9-3642		/		
Tractivity 523	Public	Stage 1	4. Any other ideas or comments?  Accommodation should be on site to avoid transport by roads that already have traffic problems. Why should other areas have to put up with having 200 or more migrant workers dumped on them for 10 or 12 years?	9194-9-1213	/			

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Tractivity 523	Public	Stage 1	. Please give comments on your preferences and any suggestions about the future use of these facilities.  This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot geing dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.	9194-9-2589	/			
Tractivity 569	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  Site south of Cannington on Deumaus farm site shpuld be allocated to a new village community centre and playing field and car park. Paid for by EDF	9238-9-2258	/			
Tractivity 580	Public	Stage 1	4. Any other ideas or comments?  Any other ideas or comments?  I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number od smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C	9249-9-921	/			
Tractivity 580	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Please give comments on your preferences and any suggestions about the future use of these facilities.  The above responses are conditional on the type of accommodation. Whilst I am sure 'single block' accommodation is favorable for EDF's temporary work force, I see little longer term use. For the social regeneration of towns like Williton and Watchet, accommodation that would attract and house families in the longer term is more preferable.	9249-9-2682			/	



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Tractivity 581	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>We suggest that all campus accommodation should be as near as possible to Hinkley. Future use if it has to be placed in Williton, the site facilities could usefully include a village hall and swimming pool and/or other sporting/recreational facilities and housing which could provide sheltered accommodation. Regarding other sites, there are few further education facilities in the area eg. no university in Somerset might this be an opportunity to contribute towards establishing new F. E facilities?</p>	9250-9-3205			/	
Tractivity 582	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>I believe that all the construction workers that are temp. housed be accommodated on a camp site enclosed at the site as we did for Hinkley A and B. Management and supervising staff who are on site for a long period (up to 5 years) will buy or rent their homes in the surrounding area and we did on Hinkley Point A and B. Most employers provided help with short term with free rooms and settlement cost to get staff to site in a reasonable manner. I was one of them. The bypass around Cannington is a very good idea.</p>	9251-9-1024		/		
Tractivity 594	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation should be sought in Bridgwater or Taunton where the volume of workers can be accommodated more easily without having such an impact as it would on our village[Cannington].</p> <p>We already accommodate the students from the college within our environment and should not be expected to accommodate another 320 workers.</p> <p>I would suggest by already having the college students in our village within the age range of 16 upwards and our local youth of a similar age we would not be creating the correct environment for these impressionable teenagers.</p> <p>I cannot agree to having any accommodation for workers in a rural village.</p>	9260-9-3004	/			
Tractivity 603	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Could you not accommodate a lot of people on a redundant cruise liner. Less traffic, in-house entertainment - far less impact for the locals.</p>	9269-9-1110			/	
Tractivity 664	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Have you considered the old factory at (Audries) Quantocks Hill</p> <p>Old Croft House Sit</p>	9327-9-884		/		

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Tractivity 671	Public	Stage 1	4. Any other ideas or comments? How was this managed during the original building of Hinkley Point? Are there any lessons to be drawn from this experience? Accommodation should be concentrated as local to the site where there should be no impact on transport outside the area and necessary amenities and entertainment and policing need not be duplicated elsewhere. Spreading possible problems only multiplies them.	9334-9-1752		/		
Tractivity 671	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. As stated earlier- all residents should be housed locally for the reasons given. It must and can be done	9334-9-3392		/		
Tractivity 62508	Public	Stage 2	Both West Somerset Council and Sedgemoor District Council, have areas identified for future housing development. Small "pockets" of house building along the A39 corridor would negate the need for campus accommodation, and leave a lasting legacy for the host community. This project would be sustainable. Each small town or village could have from 6 to 200 houses of varying design, depending on the size of the town or village.	10098-9-9012		/		
Tractivity 62582	Public	Stage 2	Q4 The accommodation strategy is completely unsatisfactory. There should not be a workers' campus on site at Hinkley C.	10133-9-3225		/		
Tractivity 62595	Public	Stage 2	(Personal information removed)of (Personal information removed) has made an enquiry wanting some background information about the general construction of housing and how we see it working for the proposed station. Would you be able to "point me in the right direction" with enquiries such as this?	10144-9-48			/	
Tractivity 62631	Public	Stage 2	The Accommodation strategy - UNSATISFACTORY.	10175-9-3247			/	
Exmoor National Park Authority	Local Authority	Stage 2	The strategy to try to accommodate the very large number of temporary workers is not comprehensive or detailed and does not adequately address the likely adverse impacts on the wider area, including Exmoor.	10209-9-520			/	

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South Somerset Council	Local Authority	Stage 2	The lack of detail and impact analysis of the within the Accommodation Strategy makes it difficult to make a firm view one way or another on the impact of the proposals. From the information given with 30% local recruitment, the resulting balance of temporary accommodation spaces to be found locally, some 3500, will have a significant impact on the local housing markets, curtaining opportunities for those already registering for rehousing, and critically affecting the supply of rented accommodation. There is no indication of how far afield the required 1,575 dwellings for workers are to be found. Even assuming these to be located in Sedgemoor and West Somerset this could displace urgent cases to be rehoused in the rest of Somerset.	10210-9-1740			/	
Taunton Deane Borough Council	Local Authority	Stage 2	The proposals are less developed than expected at this stage and there is a significant body of technical work still required to finalise both the strategy for the development, accommodation for workers, transport investment, supply chain development, and mitigation.	10213-9-704	/			
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	Housing for migrant workers is the responsibility of EDF, and such accommodation must be specifically tied to the duration of any employment contract at Hinkley Point.	10220-9-11713			/	
Cheddar Parish Council	Statutory Consultee	Stage 2	When assessing the various aspects of the local impact, accommodation for workers is a fairly significant problem, EDF suggest a mix of local private rented houses, along with caravans at holiday parks, plus dedicated accommodation 'blocks' as solutions to the problem. Utilising tourist accommodation for the 10+ year construction phase, would adversely impact on tourism in the area, and could blight the trade for years to come in the longer term.	10222-9-2323			/	
Fiddington Parish Council	Statutory Consultee	Stage 2	Fiddington Parish Council asks for further consultation, particularly concerning the need for the bypass, and the housing of Hinkley Point workers.	10223-9-1831			/	
Fiddington Parish Council	Statutory Consultee	Stage 2	We also believe that local accommodation should be explored well before large campus accommodation blocks are considered.	10223-9-3020		/		
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council is aware of, and supports, the substantial concerns expressed by others regarding a number of major issues, including the Transport and Accommodation Strategies. These concerns range from absolute opposition to a view that EDF Energy has neither yet fully justified its proposals nor provided sufficient detailed information to allow others to make an informed decision.	10226-9-6821			/	

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Stringston Parish Council	Statutory Consultee	Stage 2	- There appear to be no accommodation strategies in place to organise the housing of workers as EDF are unable to provide certainty regarding accommodation, which thus affects transport predictions.	10233-9-4894			/	
Williton Parish Council	Statutory Consultee	Stage 2	If it is proposed that if there should be more housing in Williton this should be located on Brown Field sites and this should give a legacy of mixed housing, not all social/affordable housing so that we aim for a balanced community including those which could be used for retired use. We would require further clarification if any building was to be on green field sites.	10239-9-298		/		
Somerset Councils and SNEG	Statutory Consultee	Stage 2	1. Accommodation Strategy: The Councils consider that the proposed accommodation strategy is not fit for purpose. There is limited evidence to support the proposed concentration of temporary worker accommodation at a single site in Bridgwater or on the main site or to rule out an alternative accommodation strategy. Over concentration of workers at single sites in Bridgwater and on the main site has potential to result in poor integration of the temporary workforce into key settlements. There is also limited articulation in the Stage 2 documents of the policy basis for the location of accommodation sites or how the proposals would comply with local policy or contribute to long term regeneration. The Councils require EDF to provide an overarching accommodation strategy with details of alternative accommodation proposals including permanent housing.	10240-9-3299		/		
Landowner - The Wyndham Estate	Consultee with an Interest in Land	Stage 2	The Estate holds the strong conviction that there is far greater potential to satisfy both the stated needs of edf for off-site accommodation and parking on alternative sites within the Williton/Watchet/Washford triangle. The Estate is also firmly convinced that such alternatives possess the genuine potential to accord with the rural regeneration goals of West Somerset Council, without attracting substantive objections on grounds of either (a) sustainable transport and development strategy, (b) highway safety, (c) flood risk, (d) ecology and/or (e) archaeology.	10251-9-2083		/		
Landowner - The Wyndham Estate	Consultee with an Interest in Land	Stage 2	In the event EDF wish to give further consideration to this invitation to discuss alternative sites and forms of development, the Estate actively welcomes any opportunity for positive engagement, discussion and negotiation in respect of potential leasehold agreements for relevant parcels of land, on the basis of Heads of Terms which would secure 'legacy' development, such as:  i. Essential infrastructure - in the form of drainage, access, roadways and other services to facilitate future, positive redevelopment of the land.  ii. Permanent buildings - to provide long-term rental/leasehold income for the Estate into the future.	10251-9-2669		/		
Stogursey and District Parish Plan Steering Committee	Non-Statutory Consultee	Stage 2	4) Accommodation and transport strategy Unsatisfactory	10259-9-2530			/	

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West Somerset Strategic Partnership	Non-Statutory Consultee	Stage 2	There could potentially be an impact on housing - how would you deal with this?	10274-9-427			/	
Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	Within the objectives only the High Level and Transport objectives (p.9-10) mention the environment, the assessment is not therefore attempting to measure sustainable development in the areas of procurement, accommodation, training, etc. In particular the accommodation strategy has the potential to impact on the natural environment, through the design and location of the accommodation and the potential for enhanced habitats.	89116-9-6063			/	
West Somerset Council	Local Authority	Stage 2	<p>There is no over-arching accommodation strategy and there is little evidence of how EDF will tackle the transport network which has reached its critical threshold.</p> <p>We also wish to bring to your attention the need to seek legal clarification on the ability of the Infrastructure Planning Commission to process a Development Consent Order, with temporary campus accommodation. We will seek confirmation on whether this is lawful and would prefer to do so jointly with you to avoid dispute further into the process.</p> <p>We do not accept that temporary campuses in the locations proposed are the only solutions nor that they represent an adequate response to local policies and the need to shape investment to better contribute to securing sustainable communities.</p> <p>An alternative housing strategy based on permanent housing that contributes to local regeneration priorities is preferred and this will need to be the subject of consultation with the communities affected, prior to the submission of an application to the IPC.</p> <p>Industrial and commercial facilities should be integrated into existing commercial centres in Bridgwater, and the park and ride sites should be designed with the local planning authority, and not by EDF in isolation.</p>	89181-9-5489		/		
West Somerset Council	Local Authority	Stage 2	- On and off site proposals not supported by a robust transport and accommodation strategy.	89183-9-4553			/	
West Somerset Council	Local Authority	Stage 2	- Limited evidence that site layouts and the location and design of buildings are informed by an analysis of the character, function and long term vision for the area in which they are located.	89183-9-4648	/			

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West Somerset Council	Local Authority	Stage 2	Housing (accommodation) To ensure that the Hinkley C development provides housing solutions that enable workers and their families to integrate into the community and are economically active at a local level, whilst making a positive contribution to the Council's Housing Strategies and their wider strategic planning objectives.	89184-9-1635			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	Current proposals are not evidenced-based. There is no over-arching accommodation strategy and there is little evidence of how EDF will tackle the transport network which has reached its critical threshold.	89185-9-3669			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	We also wish to bring to your attention the need to seek legal clarification on the ability of the Infrastructure Planning Commission to process a Development Consent Order, with temporary campus accommodation. We will seek confirmation on whether this is lawful and would prefer to do so jointly with you to avoid dispute further into the process.	89185-9-3879		/		
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	- An accommodation strategy including a management strategy is yet to be provided. This must be developed in line with local policy and contribute to Bridgwater's regeneration.	89186-9-18408			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Scrutiny Recommendation Following the meeting of Scrutiny Committee on 10th September, Members overall supported the Hinkley C project, but felt that aspects of the Stage 2 consultation and detail of EDF's proposals had been inadequate. The Committee agreed to recommend to Cabinet that: - The Council's response to the consultation should highlight the gaps and issues identified so far - which include transport, tourism and accommodation; - Officers should continue their impartial, co-operative and constructive work with EDF to establish the evidence base and assist in refining options and proposals; - The Council and its partners should fully explore appropriate mitigation and compensation measures with EDF prior to their planning submission.	89195-9-4617			/	

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Through previous discussions with EDF, it was thought that a number of home versus non-home based scenarios were going to be tested, in order to consider the likely implications should take-up of local accommodation be less than envisaged (i.e. more staff travelling further from home), or indeed if more staff decided to move into the area (i.e. more local staff trips). The testing of a variety of scenarios is considered important in order to understand the likely sensitivity of the model to a change in accommodation strategy and ensure an element of resilience is built into the TA process. The County Council welcomes further discussion with EDF on this matter, particularly in light of the knowledge that the proposed accommodation strategy is still subject to change; we would like to ensure that the tools used in the technical assessment (i.e. the gravity model) are sufficiently robust and flexible to take account of these changes and support a full, cumulative assessment of the transport impacts.	89228-9-6908			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Notwithstanding the fact that the bulk of the accommodation is now centred on Bridgwater, and the growing alarm at some of the changes since phase 1 it would appear from meetings with them, and comments made by them that EDF appear to have ignored completely most of what we have said and are continuing not to listen even following further meetings both public and private.	89263-9-1420			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	There is a complete lack of technical evidence for percentages and no stated fall back position if the figures turn out to be different to the projections.	89263-9-8687			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	There is no mention within the strategy that allows for flexibility in the Phase 2 proposals should Innovia and Rugby Club fail to reach their potential capacity. Most remarkably the site on the former Innovia land ignores completely the Hallam Land outline approved plans and development brief and takes no account of how it all fits together.	89263-9-8961			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	What is the strategy for control of occupants and how will it be managed in 'worker' agreements?	89263-9-9713			/	

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Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	- Existing housing should also be maximised but not at expense of local needs.	89264-9-2805		/		
Stogursey Parish Council	Statutory Consultee	Stage 2	Money spent by EDF and its main contractors to recruit and train workers who live within daily commuting of the site would more than offset the cost of providing accommodation, as well as allowing all of the accommodation to be provided in Bridgwater. In addition it will retain more money in the local area, benefiting the local economy.	89294-9-2922			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate recognises that the current overall accommodation strategy appears (on- site provision apart) to be a reasonable compromise between minimising traffic and maximising the use of existing local facilities. That said our observations from other major construction projects have highlighted the need for a fully integrated and ongoing approach to be maintained between the developer (in this case EDF) and the other stakeholders. The objective being to plan for the project's entirety and beyond.	89441-9-4762			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 2	Clearly EDF will add to pressure on the housing stock but no measures are proposed to mitigate the impact on affordability. It is necessary to consider more clearly, if and how the impact of the EDF proposals on the existing and emerging stock might be mitigated through a greatly enhanced obligation secured from EDF.	89455-9-1775	/			
Hallam Land Management	Consultee with an Interest in Land	Stage 2	Any adverse impacts in terms of the delivery of North East Bridgwater or indeed impacts on the property market must be considered and addressed in the planning obligation. In this regards, HLM notes the proposals made by the Councils response in relation to a comprehensive consideration of the issue and the requirement for proposals for compensation in relation to negative impacts experienced in the property market.	89456-9-1323			/	
NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	7.8 Up to 3000 - 3500 of the workforce will be living in rented accommodation across Somerset, plus there will be up to 900 in temporary accommodation onsite; therefore during the worst case scenario where a return to site is no longer an option, the workforce will need to be repatriated.	89463-9-3050			/	



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NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	1.88 Homefinder Somerset, the countywide Choice Based Letting service gives local people a bigger choice of homes to rent in a wider area whilst helping the five local housing authorities within Somerset to make the best use of the homes available. The five local housing authorities are good at preventing people from becoming homeless and generally the numbers of homeless people living in temporary accommodation has been reduced but remains too high. There has also been an increase in the number of young people placed in temporary accommodation in the county.	89467-9-4158			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The commitment to ensuring the accommodation provides access to associated facilities is welcome, although this should refer to support for local businesses and organisations (e.g. local sports facilities providers);	89306-9-4869			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A commitment to design quality is required, to provide confidence that construction worker accommodation will contribute positively to the local streetscape and environment.	89306-9-5089			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A key frustration is that over six months of without prejudice debate on Council policy, priorities and alternative sites, the final Stage 2 proposals fail to take into account Council advice. Indeed the proposals seem to have deteriorated in terms of quality over this period, exacerbating concern to the point where there is objection to the submitted proposals.	89307-9-4925		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Assist the creation of 60 VAT Registered enterprises - The level of VAT registrations is dependent upon as yet unknown expenditure patterns of contractors and the workforce. The expenditure patterns are themselves related to the procurement strategy and the accommodation strategy (in terms of how accommodation management either encourage or discourage local business opportunities in the delivery of catering, retailing and general consumer services).	89341-9-1278			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities agree that an accommodation strategy, as specified at paragraph 14.2, is needed but are concerned that the strategy has not been made available as part of the Stage 2 Consultation material. Without the Accommodation Strategy it is not possible to fully assess the adequacy or appropriateness of the accommodation proposals advanced by EDF.	89421-9-37			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No mitigation measures are proposed for the removal stage. Beneficial impacts related to the re-use of the BRI-C accommodation have been identified. Limited information has been provided, however, in relation to proposed actions and partnership arrangements to ensure the accommodation is fit for purpose.  No mitigation measures are assumed for accommodating workers although there is a reference to any spare capacity in the proposed campus accommodation being made available (paragraph 1.1.79)	89425-9-819	/			
Tractivity 62906	Public	Stage 2 Update	We have looked into the accommodation proposals in your plans and see that many of the original proposals to buy property in the surrounding area have changed. Why is this?	89661-9-2042			/	
Tractivity 62906	Public	Stage 2 Update	We would appreciate a more in depth breakdown of what your accommodation proposals are for your staff and whether there is the opportunity to sell our property to you.	89661-9-3018			/	
Homes and Communities Agency	statutory consultee	Stage 2 Update	3. the Housing Fund will be particularly helpful in enabling the supply of homes, and access to them by local people, which will have wide-ranging social and economic outcomes	89719-9-1916			/	
West Somerset County Council	Local authority	Stage 2 Update	We remain very concerned with the balance between the various accommodation options that are being promoted.	89734-9-1676			/	
West Somerset County Council	Local authority	Stage 2 Update	We have realised for a long time that a combination of all 5 different types of accommodation (campuses, private rented, owner occupied, tourist and crucially new housing) is the right solution. While we recognise the role that the Housing Fund could play, the absence of new housing from your strategy is reason why we may well enter the IPC examination with conflicting views on this key issue.	89734-9-4103			/	

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Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	While the Proposed Changes consultation includes some site-specific improvements that respond to previous comments, EDFE's strategic approach with regard to purpose-built accommodation continues to conflict with Council spatial policy and guidance and alternative approaches are recommended. Large temporary accommodation campuses are considered to be detrimental in terms of place making and regeneration objectives in the short and medium term, providing a poor quality built environment and giving rise to distortions in local demography with potential impacts associated with community safety and social cohesion.	89735-9-6437			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	As far as accommodation management is concerned, the Councils remain very concerned that the light touch approach proposed will not be adequate to avoid, minimise or mitigate potential impacts on housing services or the wider housing market. A much more proactive systems based approach is sought.	89735-9-8318			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Occupation, will no doubt be helped by the 'contracts' proposed for employees and we will look with interest at how this manifests.	89746-9-4407			/	
Williton Parish Council	statutory consultee	Stage 2 Update	- Members would like to see family houses or conversions built on brown field sites.	89759-9-1064		/		
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	With regard to the Housing Fund now being proposed by EDF, Hallam Land Management considers that the fund should be augmented in the light of the EDF objective to support the delivery of permanent local housing. Its terms should not be limited to refurbishment of loans to individuals but consider a wide range of additional opportunities to support the local housing market.	89772-9-14147		/		
NHS Somerset	Non-statutory consultee	Stage 2 Update	NHS Somerset notes consideration being given to provision of more permanent housing, to be occupied by project workers in the short term before being handed over to registered social landlords on completion of the construction phase. Any such developments should include a s106 agreement contribution to health care provision in the planning consents.	89773-9-2551		/		

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Highways Agency	statutory consultee	Stage 2 Update	3.9 Paragraph 2.1.7 of the Draft Accommodation Strategy document indicates that during the life of the construction period between 20,000 and 25,000 people will be employed. Given the 'detailed studies' that have been undertaken to establish worker numbers this 25% difference in upper and lower employment levels seems extremely large at this late stage in the process. The Agency expects EDF Energy to have a significantly greater understanding of worker levels for the construction at this stage in the project. The Agency has assumed that the peak construction worker figure of 5,600 is based upon the need for 25,000 total workers, although this is not clear from the documentation provided and as such clarification is sought.	89838-9-3986			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	14. The County Council has previously raised comments regarding the issues associated the accommodation strategy and the implications of this upon community cohesion. It is acknowledged that EDF is now seeking to work with the relevant District Councils to develop a more integrated approach to worker accommodation. Recognition of the community's wish to reduce the scale of the campus accommodation and work with the District Councils to deliver permanent legacy housing is a positive step forward. Close monitoring will be necessary to ensure that local people do not suffer adverse impacts from this.	89844-9-3734			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	We have noted the changes proposed to the accommodation strategy, in particular the assumption that at least 2,200 bed spaces will be available locally to support the accommodation of the HPC construction workforce without displacing local people or tourists, and the assertion that is a very conservative estimate. The reduction in campus bed spaces is welcome. We are concerned that the estimate for peak construction work force has increased and the proportion of local workers has reduced. Although we note that proposed accommodation management office will work with local communities to ensure that any issues or problems are identified and addressed at an early stage, it is not clear how the office will actively manage the impacts on the uptake on local housing and tourism accommodation on the local economy and tourism industry.	89852-9-1030		/		
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.12 [7.1] The proposed accommodation management office is welcomed, as it will maximise opportunities for local providers.	89872-9-9707			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Overall, the Councils' have noted some material improvement in the accommodation proposals for the HPC Project. However, these do not yet adequately reflect the concerns raised at Stage 2 or the approach and objectives set out in the Councils' Draft HPC Supplementary Planning Document.	89873-9-13654			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils support the proposals for an accommodation office. The office will need to be based in a visible and accessible location and will need to cater for those that arrive to the town speculatively, those in between jobs and may require access to benefits advice, or those wishing to change accommodation. It should be physically close to the employment brokerage and other support services provided by the Council. Scope to integrate services with the Council should be considered rather than create parallel systems and services, and duplicate costs.  An accommodation outpost at the induction centre is noted but will only serve those already in work.	89874-9-3703			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In the context of the accommodation proposals, that EDFE is still in the process of developing, the Council would highlight in particular that Bridgwater is the focus for Sedgemoor's housing growth. Policies promote: high quality and inclusive design which amongst others promote encouragement of social interaction and healthy environments; delivery of mixed housing supported by sustainable infrastructure that is compatible with local character; provision of affordable housing to meet local needs; recognition of Eastover in Bridgwater as a Housing Renewal Area; and sustainable development including promotion of local distinctiveness.	89885-9-7866			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In addition to the existing and emerging statutory frameworks for development, Bridgwater Vision and in the North East Bridgwater design principles are of particular relevance to EDFE. When considering accommodation provision these guiding principles supplement policy frameworks and are central to achieving a vision for sustainable regeneration.	89885-9-8510			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	As noted to EDFE previously, it is essential that due regard is given to the policy and guidance frameworks when taking forward accommodation proposals in Sedgemoor, both permanent and temporary.	89885-9-8861			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>- Ensure access to accommodation for workers that may be between contracts and therefore possibly not entitled to stay on the campus sites.</p> <p>Phasing the delivery of the temporary campus accommodation such that a minimum level of provision is made available to meeting demand and that completion to the full scale (which should still, in the view of the Councils be reduced in scale on the two larger sites) will only take place in response to evidence of need. The approach will only be effective where use of existing accommodation supplies is supplemented by investment in local empty properties and in permanent new build accommodation.</p> <p>Comprehensive monitoring of construction workers accommodation needs and take up, working closely with the District housing teams, to provide support services, benefits advice, emergency accommodation etc, to avoid impacts in the local communities.</p>	89885-9-11561			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	As part of ongoing discussions about impacts and monitoring frameworks and the Fund, the Councils will commit to reviewing the appropriate scale of a Housing Fund including, where appropriate, opportunities to offset the size of the Fund through front loaded investment in permanent housing solutions.	89888-9-2020			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Further to EDFE's suggestions that the Fund may be used to: 'refurbish vacant or substandard properties, or provide loans to help local people get onto the housing ladder', the Councils' other suggestions for the fund include for example:</p> <ul style="list-style-type: none"> <li>- Housing construction skills training to supplement the labour market as existing skilled personnel are lost to delivery of the Hinkley project;</li> <li>- Provision of low carbon solutions for local households including energy efficiency advice, insulation solutions and low carbon energy installations to off-set the carbon footprint of the temporary developments;</li> </ul>	89888-9-2325			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Complementary support via the Community Fund should be made available for:</p> <ul style="list-style-type: none"> <li>- Investment in facilities for communities directly adjacent to the campus sites with contributions paid towards projects identified by the local communities;</li> <li>- Health and well-being support for local residents living close to the accommodation campus sites; and</li> <li>- Investment in visitor economy to support impacts on visitor facilities where tourists to the area are deterred by the project activity.</li> </ul> <p>Note: Compensation for property devaluation adjacent to the campus sites should be considered as part of the overall property scheme.</p>	89888-9-2932			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is important to note that the Housing Fund will be separate from requirements for Section 106 contributions which will be agreed with EDFE separately. The S106 contributions are intended to make acceptable the developments which would otherwise be unacceptable in planning terms.	89888-9-3557			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils welcome the proposals for an accommodation office facility and would welcome discussions with EDFE to identify a suitable Bridgwater Town Centre site for such a facility as per previous comments.  An accessible location, for workers arriving by public transport as well as by car will be an important principle in influencing any decisions about an appropriate location for such facilities. It will also be appropriate to have this in a central town centre location highly accessible to local residents to encourage engagement and to ensure that it is clear how to make contact with EDFE in the event that any problems arise.	89888-9-4849			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils very much see the importance of local knowledge and already well developed local relationships with existing providers when considering how to manage worker interaction with Tourist Accommodation. The opportunity to link with existing Visitor Information Centres, in terms of brokerage, such as the centre in Minehead and the Visitor Centre at the Hinkley Point C site should not be lost.	89888-9-6204			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	'Ensure Hinkley C provides housing solutions that enable workers and their families to integrate into the community and are economically active at a local level, whilst making a positive contribution to the Councils' Housing Strategies and their wider strategic planning objectives.'  There continues to be considerable scope for EDFE to align their Accommodation Strategy closer to this vision. Currently, by reducing the scale of the campus sites by 405 bedspaces and setting out assumptions on where non-campus based workers will stay across a 60 minute drive time area, the Strategy assumes a reasonable distribution of where workers will chose to stay whilst working at Hinkley based on best available data.	89888-9-6741			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Overall, the Councils' have noted some material improvement in the accommodation proposals for the HPC Project. However it is reasonable to also note that changes do not adequately reflect the concerns raised at Stage 2. Whilst evidence of supply of non-campus accommodation has improved and a rationale for distribution presented, the Councils would encourage EDFE to take a significantly more pro-active response to accommodation provision and management and to seize the opportunity to further downsize the scale of temporary construction models.	89888-9-8324			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Without carrying out a full assessment of national and local policy context, EDFE is at risk of overlooking established approaches to effective and sustainable development that is expected of all developers. Furthermore, the accommodation proposals as they are currently presented could undermine important regeneration strategies and investment proposals when they could be making a positive contribution.	89889-9-0			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Both Councils are keen to see from EDFE a more holistic strategy that addresses more effectively the Housing (Accommodation) Dillington Accommodation Vision and responds to existing and emerging local and national policy. This will mean a stronger commitment to: <ul style="list-style-type: none"> <li>- providing more detailed design information and genuine work with the local planning authorities to bring forward schemes;</li> <li>- responding to existing and emerging policy and guidance, including supporting ongoing investment in regeneration;</li> <li>- pursuing opportunities for partnering with the authorities and developers to provide permanent accommodation in locations recommended in the draft Supplementary Planning Document (SPD) to enable downsizing and phasing of the temporary accommodation campus sites, providing more than one method of 'buffering' adverse impacts on local accommodation markets;</li> <li>- proactive management and monitoring of accommodation take up by workers from the outset - including site preparation works - to ensure concentration of workers in locations with easy access to transport services to Hinkley and to avoid take up of disproportionate amounts of visitor and private rented accommodation;</li> <li>- legacy benefits which provide confidence locally that communities of West Somerset and Sedgemoor will be compensated for the impacts that they will experience.</li> </ul> <p>The Councils continue to be committed to working with EDFE on these issues towards agreement on a suitable approach before submission of EDFE's application for a Development Consent Order.</p>	89889-9-410			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	There is little specific linkage between the Proposed Changes document and the supporting draft strategy documents. Nevertheless, the Councils believe there could be a conflict between the location of non home-based (NHB) worker as set out in the draft Accommodation Strategy and Figure 11 of the consultation document. The draft Accommodation Strategy locates NHB workers within Somerset, and by implication within Sedgemoor, West Somerset and Taunton Deane. Figure 11 shows significant numbers of workers in North Somerset and Greater Bristol. The inconsistency may be a consequence of the workers shown in Figure 11 being home based workers, but this is not stated in the text supporting the figure.	89892-9-9180			/	



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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Councils consider that further information should be provided by EDF Energy to demonstrate that the accommodation split set out in the Stage 1 Consultation document can be achieved and that wider impacts on housing and tourism can be managed during the construction phase and in the long term. Both Councils are able to suggest further options for accommodation and are willing to enter into a dialogue with EDF Energy on the matter.	88310-10-1371			/	The majority of consultees who commented on this topic asked whether legacy, mainly permanent housing, could be provided once the accommodation is no longer needed for workers. There were also requests to invest in affordable housing locally.  The on-site campus would not be suitable for permanent accommodation due to its proximity to the proposed power station and the site will be returned to its current state after use. The Bridgwater A campus is not suitable for conversion into permanent housing, because the needs of a temporary construction workforce, mostly consisting of single males, are very different from the needs of permanent residents. The campuses would be built in blocks of accommodation, with separate amenity blocks providing catering and leisure facilities. This is the kind of accommodation that many construction workers would want, but it would not be suitable for local families. However, the accommodation is suitable for students, and EDF Energy has proposed that the planned Bridgwater C campus could be left as legacy accommodation for Bridgwater College, subject to appropriate planning consent being received at the time.
Tractivity 759	Public	Stage 2	4. Any other ideas or comments?  Although I would like to see more accommodation of a permanent nature constructed, to avoid the feel of a temp transit camp!	9517-10-1490		/		
Tractivity 797	Public	Stage 2	9a. Any other ideas or comments?  All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should be permanent types and leased to workers for the works duration then handed back to open market with preferential sale to workers who have lived there. This would be more sustainable and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-10-6157		/		
Tractivity 797	Public	Stage 2	9b. Any other ideas or comments?  All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should be permanent types and leased to workers for the works duration then handed back to open market with preferential sale to workers who have lived there. This would be more sustainable and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-10-6748			/	EDF Energy has noted the representations made by the local authorities concerning the lack of affordable housing in the local area. EDF Energy does not believe that trying to build permanent accommodation for its workers would be an appropriate response to that pre-existing problem.  EDF Energy, working in partnership with the local authorities, investigated whether it might be possible to construct housing that could be used to accommodate its workers and left as a legacy for the local area. However, that work tended to reinforce to EDF Energy the benefits of campus accommodation in Bridgwater and on site. The majority of the alternative sites considered were too small or remote. Feedback from contractors suggests that many workers would want to live in campus-style accommodation, in particular because it would be fully serviced and provide a reasonably low cost, good standard, and accessible form of accommodation with all the facilities that workers would need. Those who want to stay in individual houses and do their own catering, laundry etc. will choose to stay in the private rented sector. It would also be more efficient for EDF Energy to maintain accommodation blocks with communal
Tractivity 797	Public	Stage 2	9c. Any other ideas or comments?  All accommodation should be on Bridgewater North are that is already allocated for housing. Housing should be permanent types and leased to workers for the works duration then handed back to open market with preferential sale to workers who have lived there. This would be more sustainable and help establish a community in North Bridgewater. Transport to site should be by water bus in the river to the marine pier.	9555-10-7291			/	
Tractivity 812	Public	Stage 2	4. Any other ideas or comments?  as a company we are willing to work with edf energy and provide the accommodation, and any housing will be then sold as affordable housing once the construction has finished and we will make that a legal condition. we have £5 million to invest in this	9570-10-1896		/		

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Tractivity 917	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>I have been living in private rented accommodation in Bridgwater for over 4 years and please believe me there is not many available locally. I have also been on the council housing list for over two years with no response. This is because the council has a shortfall of council accommodation locally. Please do not build temporary campuses that may be torn down after completion of C site. Please think about building and maintaining your own housing estates, offering them at first to the builders and contractors employed on the construction of C site. Then after this temporary work staff moves on you can then offer these homes out to rent to the general public in this area.</p>	9675-10-1490	/			<p>facilities and their grounds than to try to clean and service large numbers of individual houses, potentially with individual lounges, kitchens and gardens.</p> <p>In response to comments received relating to the supply and affordability of housing at Stage 1 and 2 consultations, in its Stage 2 Update consultation, EDF Energy explained that it was proposing to establish a Housing Fund to provide support for the local housing market. The Housing Fund will provide £5m of financial support to a range of initiatives which deliver additional capacity within the area where EDF Energy is expecting its non-local workers to live. The early availability of this Fund will allow initiatives to be put in place in advance of the bulk of construction workers starting work and increasing demand for accommodation. The Accommodation Management Strategy accompanying this application for development consent explains that this is expected to help ensure that a considerable number of additional bedspaces will be available both for workers and local residents, should development consent be granted. It also has the potential to deliver legacy benefits through the provision of permanent housing, if used to refurbish existing substandard housing stock.</p>
Tractivity 1091	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>The accommodation strategies in place seem very ill thought out. It is anticipated that 1500 workers will require accommodation from rented/owner occupied accommodation and B&amp;Bs. There appears to be no calculations involved in placement of workers. (Personal information removed) says "we cannot compel our workers to live in a specific place". How can you possibly know what facilities are available to house workers then? Aside from the campuses there seems no logic behind this.</p> <p>Will EDF compile a database of the local region for available B&amp;Bs etc? Will there be an accommodation office where workers can go to find accommodation? Will there be a website dedicated to finding suitable accommodation? (Personal information removed) has given assurances that tourism will not be adversely affected, and that "ladies will offer back bedrooms" for workers in order to make money! There seems to be a lot of casualty regarding this matter when local infrastructure will be affected</p>	9849-10-3088		/		
Tractivity 1106	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>If the accommodation is a short term need, the no purpose built accommodation should be allowed.</p>	9864-10-1486			/	
Tractivity 1132	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>Careful consideration needs to be given to the design of purpose-built accommodation so that it can be used by members of the local community after construction of the site has finished.</p>	9890-10-1484		/		
Tractivity 1163	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>The accommodation provided should be of a good standard allowing its life to be of use to the communities after the construction of the station.</p>	9921-10-1742		/		

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Tractivity 1174	Dual - Consultee with an Interest in Land and Public	Stage 2	9a. Any other ideas or comments? If permanent housing is provided which can be sold off after construction	9932-10-4858			/	
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The proposed on-site campus is far too large, both in size of the buildings and number of staff proposed, therein. The accommodation of personnel in rented, owner occupied accommodation, bed and breakfast and caravan parks, locally, is what is needed. Much thought must be given to building permanent housing, including flats, which would be sold when no longer needed. Which would benefit the local community on completion of the works.	9933-10-1900		/		
Tractivity 1194	Public	Stage 2	4. Any other ideas or comments? The more integrated the worker can be with the existing population the better. These workers will not be working 24 hours a day and will need recreation and leisure - in the local communities if possible. Permanent housing and the sports facilities you mention would benefit the population long-term. Campuses will not facilitate integration. They are temporary and provide nothing of lasting usefulness.	9952-10-2164			/	
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support services. Bridgwater should be used to house all the workers. The accommodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community.	9953-10-2520	/			
Tractivity 1279	Public	Stage 2 Update	I still feel permanent construction is better than what is proposed for the two sites on Bath Road such as proper housing.	89545-10-366		/		

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Tractivity 345	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is a long way from Hinkley Point.</p> <p>Both proposed sites are outside the development line on greenfield sites. The site to the west of the village is particularly unsuitable because it backs on to Mamsey House Care Home and Williton Hospital.</p> <p>If accommodation is built in Williton, other brownfield sites should be considered.</p> <p>And the accommodation should be of the type of residential property that has long-term use. Williton has no need of another "care home, hotel or other".</p> <p>I am very concerned about the social impact of these workers on the village.</p> <p>EDF should also be very aware of certain local landowners who would personally benefit from the sale of their land to the detriment of the village.</p>	9033-10-2469	/			
Tractivity 504	Public	Stage 1	None of these sites to be used for housing after construction is finished!!	9177-10-2356			/	
Tractivity 582	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Any other ideas or comments?</p> <p>I believe that all the construction workers that are temp. housed be accommodated on a camp site enclosed at the site as we did for Hinkley A and B. Management and supervising staff who are on site for a long period (up to 5 years) will buy or rent their homes in the surrounding area and we did on Hinkley Point A and B. Most employers provided help with short term with free rooms and settlement cost to get staff to site in a reasonable manner. I was one of them. The bypass around Cannington is a very good idea.</p>	9251-10-1024			/	
Tractivity 582	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Bigger accommodation</p> <p>If accommodation built to be good quality and of a permanent nature.</p> <p>Leave it to staff to purchase (or rent) and then see the need as we did at Hinkley A &amp; B</p>	9251-10-2730			/	
Tractivity 593	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Point 5 above should not be confused with Student accommodation at Cannington.</p>	9259-10-2323			/	

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Tractivity 605	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Generally good but people concerned about negative impact of what should be a temporary effect.</p> <p>1. Please return sites to 'as was' on completion. No one wants cheap, second rate housing on unnecessary village extensions to be dumped on them.</p>	9271-10-3786			/	
Taunton Deane Borough Council	Local Authority	Stage 2	The Council is disappointed not to see some sort of accommodation 'legacy' proposals to mitigate the effect upon the local housing market such as the funding of an appropriate level of new permanent housing to accommodate the workforce within the Taunton area as well as Bridgwater and the immediate environs of the construction site.	10213-10-2982		/		
Cheddar Parish Council	Statutory Consultee	Stage 2	The suggested accommodation blocks would have virtually no use beyond the construction phase, and would be better built as dedicated 'villages' of new accommodation, which could be phased into private use once the construction phase was complete - according to EDF at a recent 'workshop' this would not be possible as it was illegal for them to even consider.	10222-10-2774			/	
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council considers that the accommodation strategy should be to accommodate incoming workers in small dispersed sites of permanent accommodation that will have a legacy use after the construction phase.	10226-10-12204		/		
Bloor Homes Ltd	Non-Statutory Consultee	Stage 2	The use of part of this site for temporary housing (on an area previously planned to accommodate approx 400 permanent homes) will have implications for Sedgemoor and the ability to provide for the District's permanent housing needs. Sedgemoor will clearly need to address this issue in the emerging Core Strategy. Fortunately, Willstock Phase 3 has the ability to provide a similar level of permanent dwellings to replace those lost to Hinkley Point at the Innovia Site. Bloor Homes has the ability to deliver these in the short term to meet Bridgwater's housing needs.	10269-10-3605		/		
Bloor Homes Ltd	Non-Statutory Consultee	Stage 2	A range of accommodation sizes, types and quality are planned at Willstock which are due for completion between 2010- 2017 which may assist EDF in providing any market housing necessary to accommodate temporary and permanent workers.	10269-10-4267			/	
West Somerset Council	Local Authority	Stage 2	- Concern over concentration of workers on the site and in one area of Bridgwater, limited prospect for re-use of buildings to provide permanent housing or community facilities, a financially and environmentally wasteful approach.	89183-10-4845			/	

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Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2	An alternative housing strategy based on permanent housing that contributes to local regeneration priorities is preferred.	89185-10-4478			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	EDF Energy have identified a legacy objective, as part of the Stage 2 documentation as follows:  "In support of wider sustainability policies, it is EDF Energy's aim to maximise the possible long-term legacy potential of the Off-Site Associated Developments, subject to operational necessity and statutory restrictions. The potential benefits may include:.. the retention of the structure for re-use by others."  In order to achieve this objective it will be important to ensure that the location and design of accommodation for construction workers allows for permanent forms of housing, including affordable housing, to be provided.	89306-10-2343			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Authorities position May 2010:  Explore comparative financial and environmental benefits of delivering temporary buildings  Update August 2010:  Information not provided.	89328-10-3472			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is a strong preference for permanent development that can be adapted to meet local housing need after the Hinkley Point C construction phase, although in certain locations employment legacy uses will also be encouraged.	89416-10-5003			/	
Tractivity 62913	Public	Stage 2 Update	EDF say that they will facilitate the development of some permanent housing but do not say whether this housing will be for local residents or workers moving in to the area.	89665-10-983		/		
Tractivity 62913	Public	Stage 2 Update	EDF say that they will facilitate the development of some permanent housing but do not say whether this housing will be for local residents or workers moving in to the area. There are many processes to be followed before any permanent housing can be developed, no timetable nor further details have been given that demonstrate any commitment by EDF to local people in housing need.	89665-10-2308			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 63012	Public	Stage 2 Update	Our main concern about the proposals put forward are that at this late stage you are finally considering the development of some permanent housing on the sites planned for campuses. We have real concerns about the impact locally on the provision of accommodation campuses.  Hopefully EDF will consider the use of existing housing or sites before building temporary campuses.	89696-10-1833			/	
Homes and Communities Agency	statutory consultee	Stage 2 Update	2. we particularly welcome the key changes to your accommodation proposals, which we recognise have the potential to bring significant benefits to the local area. We are willing to work with you, the Councils and housing providers in support of your efforts to facilitate the development of permanent housing. We recognise the potential you identify for EDF investment to stimulate developments that are already consented, and to generate sustainable and efficient solutions in the use of private sector stock. The HCA is particularly keen to work with EDF and the councils to develop a viable housing strategy that can not only provide your construction workers with the temporary accommodation that they need, but can also secure longer term housing and regeneration benefits for the local communities;	89719-10-1108			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	The reference in the Proposed Changes document that EDFE are exploring whether they '...can work with developers and local authorities to facilitate new housing development and property refurbishment' is helpful. The Councils will seek to encourage this approach and maintain a dialogue on this matter with a priority to urgently translate this into tangible action and bring forward permanent housing proposals.	89735-10-7194			/	
South Somerset District Council	Local authority	Stage 2 Update	EDF kick-starting some housing schemes which have permission but stalled due to economics is to be welcomed - but it is still displacement and using these homes for the temporary construction workers does not alleviate the current housing demands and needs in any way - although it does help ensure that housing is constructed that may be released onto the general market in time.	89737-10-1110			/	
South Somerset District Council	Local authority	Stage 2 Update	Finally after discussion with housing colleagues we would ask that EDF and the Homes and Communities Agency meaningfully engage in the issue with a remit to find the best and most cost effective accommodation solution by combining EDF's temporary accommodation finance with that of the RSL's, Councils and the HCA to produce long term permanent solutions instead of temporary ones. Local mechanisms exist with all parties to enable this to happen and we would be happy to discuss this further.	89737-10-1902			/	
West Hinkley Action Group	Non-statutory consultee	Stage 2 Update	A more positive strategy would involve locating workers in population centres in towns and villages providing long-term legacy benefits while promoting social inclusion as well as boosting the truly local economy.	89771-10-2484			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	In particular, in these representations, Hallam Land Management addresses the revised accommodation strategy proposals and invites EDF to further develop the accommodation strategy by making specific proposals in relation to facilitating the delivery of permanent accommodation within the key strategic site of North East Bridgwater.	89772-10-1388			/	
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	Hallam Land Management supports the increased emphasis being placed on the more permanent accommodation.	89772-10-9512			/	
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	In welcoming the intention in the Update and Proposed Changes to the Preferred Proposals to facilitate the development of some permanent accommodation, Hallam Land Management notes the specific objective of working "with local developers and the local authorities the potential for bringing forward new housing schemes in the area".  With this in mind, Hallam Land Management considers that there is the potential for EDF to work closely with, and support, Hallam Land Management in bringing forward new permanent housing within the consented North East Bridgwater scheme (within which the separate temporary campus of Bridgwater-A would also sit).	89772-10-9918			/	
NHS Somerset	Non-statutory consultee	Stage 2 Update	NHS Somerset notes consideration being given to provision of more permanent housing, to be occupied by project workers in the short term before being handed over to registered social landlords on completion of the construction phase. Any such developments should include a s106 agreement contribution to health care provision in the planning consents.	89773-10-2551			/	
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- If new housing is built, it must be of a permanent nature, suitable for families. We have too many smaller flats in the town.	89779-10-3656			/	
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	Permanent housing which can be used for families.	89779-10-8214			/	
Magna West Somerset Housing Association Limited	Non-statutory consultee	Stage 2 Update	Linked to my earlier comment, we are very interested in your ideas about developing some permanent housing in West Somerset. If developed and once EDF had finished using any housing during the construction phase, we would be interested in talking to you about opportunities to purchase any "legacy" housing, that could then be used for social renting. If you would like to discuss this as a separate issue, then please get in touch with me.	89780-10-2155			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	statutory consultee	Stage 2 Update	3.2 Page 6 of the Stage 2a Consultation document states that EDF Energy is 'exploring whether we can facilitate the development of some permanent housing'. If this is the case, such housing will need to be considered in the assessment process and we will need to be provided with an understanding of the impact of such housing development once the construction phase of Hinkley Point C is completed.	89837-10-8218			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	Recognition of the community's wish to reduce the scale of the campus accommodation and work with the District Councils to deliver permanent legacy housing is a positive step forward. Close monitoring will be necessary to ensure that local people do not suffer adverse impacts from this.	89844-10-4051			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Whilst evidence of supply of non-campus accommodation has improved and a rationale for distribution presented, the Councils would strongly encourage EDFE to take a significantly more pro-active response to accommodation provision and management, and to seize the opportunity to further downsize the scale of temporary accommodation campuses in favour of delivering permanent accommodation that would provide legacy housing for local people in accordance with the Joint Dillington vision on Housing (Accommodation). This would provide a tangible legacy for local communities and help meet the Governments wider objectives to deliver housing growth.	89873-10-13940			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p><b>New Housing</b></p> <p>The Councils welcome and support the statement by EDFE that they will explore the possibility of working with developers and the local authorities to facilitate housing development and property refurbishment. Both Councils would also wish to point out that recommendations made by them to date have been on the basis of delivering permanent build housing as part of a suite of accommodation solutions, rather than to completely replace campus facilities. As set out in the Draft HPC SPD, that remains the position to date with an emphasis on reducing the scale of both the main site and Bridgwater A campuses. Accommodation at the main site should be reduced to the minimum requirement and at Bridgwater A to a scale that enables provision of permanent housing and prevents purpose-built accommodation being concentrated in only one part of the town. The Councils require a greater degree of certainty about the delivery of new housing than that provided in the Proposed Changes document.</p> <p>The Councils would wish to ensure there is a phasing plan in place associated with any planning consent for campus accommodation, related to the delivery of permanent housing solutions.</p>	89874-10-1571			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	While the Proposed Changes consultation includes some site-specific improvements that respond to previous comments, EDFE's strategic approach with regard to purpose-built accommodation continues to conflict with Council spatial policy and guidance and alternative approaches are recommended. Large temporary accommodation campuses are considered to be detrimental in terms of place making and regeneration objectives in the short and medium term, providing a poor quality built environment. They also represent an unsustainable approach for the long term as temporary units will need to be removed and the land redeveloped. The reference in the Proposed Changes document that EDFE are exploring whether they can work with developers and local authorities to facilitate new housing development and property refurbishment is helpful and the Councils will seek to encourage this approach and maintain a dialogue on this matter.	89876-10-6465			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Councils welcome the publication of EDFE's first draft accommodation strategy. In particular their willingness to work with developers and the local authorities to facilitate new permanent build housing development and existing property refurbishment is welcomed. The Council would encourage EDFE to go even further to deliver multiple accommodation options to ensure that their workforce will have a sustainable supply of suitable accommodation.	89885-10-29			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Overall, sustainable approaches to accommodation provision in West Somerset are a major priority for the Council and for local communities. EDFE has the potential to support the delivery of planning policy objectives for sustainable growth in key settlements close to the Hinkley Point site and is actively encouraged to pursue and commit to these opportunities and help to dramatically reduce the scale of the on-site accommodation campus and support longer term provision of affordable housing.	89885-10-7142			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>In the published draft accommodation strategy and the update document, it is acknowledged that previous consultations raised the suggestion of the delivery of permanent housing instead of campus sites.</p> <p>The Councils would wish to point out that recommendations made by them to date have been on the basis of delivering permanent build housing as part of a suite of accommodation solutions rather than to completely replace campus facilities. That remains the position to date with an emphasis on reducing the scale of both sites to the minimum requirement at Hinkley Point (a figure yet to be defined by EDFE and assumed by the Councils to be 100) and to a scale that enables the provision of permanent build housing and buildings to the frontage of the Innovia site and to reduce the reliance on private rented and visitor accommodation.</p> <p>EDFE's response has been to state that to convert the campuses to housing is not possible due to densities required. This justification is considered insufficient as a reason for not providing any permanent build housing.</p> <p>Whilst the Councils welcome the commitment in the draft strategy to explore options for working with developers and the Councils to facilitate housing development, this must be on the basis of achieving new build as part of a suite of accommodation solutions that allows for reduction of the campus sites. In this context, the Councils would refer EDFE and any other interested party to the principles set out for permanent accommodation in the draft Hinkley Point C Project Supplementary Planning Document.</p>	89888-10-19			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>What is missing from the Strategy is any concrete commitment to delivering permanent housing or community facilities as suggested in the Councils' Stage 2 response and as now set out in the Councils' draft Hinkley Supplementary Planning Document.</p>	89889-10-2334			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The Councils consider that further information should be provided by EDF Energy to demonstrate that the accommodation split set out in the Stage 1 Consultation document can be achieved and that wider impacts on housing and tourism can be managed during the construction phase and in the long term. Both Councils are able to suggest further options for accommodation and are willing to enter into a dialogue with EDF Energy on the matter.	88310-11-1371	/			<p>Consultees raised a range of matters, including:</p> <ul style="list-style-type: none"> <li>concerns about the size of the on-site campus;</li> <li>whether temporary caravan sites could be used to accommodate workers;</li> <li>the possibility of using a redundant cruise liner or 'flotel'; and</li> <li>whether the use of campuses is sustainable.</li> </ul>
Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	Minehead Chamber of trade and commerce supports the development at Hinckley as it would for the proposed a new build hostel being located in Minehead. The Chamber thinks that Minehead is a more suitable location than Williton but realises that some local extra facilities may be required. This will help ensure that West Somerset sees the benefit of the increase in population rather than neighbouring districts. Minehead and West Somerset is our priority.	8757-11-5226		/		<p>In response to the points raised in consultation, a number of changes were made to the on-site campus. Following the Stage 1 consultation a landscape bund was introduced to reduce the visual impact on nearby residents. Following the Stage 2 consultation more comprehensive changes were made which have now been incorporated into the <b>Accommodation Strategy</b> submitted with the Development Consent Order application. These include:</p>
Tractivity 735	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments?  There should be no on-site campus or large groups of workers on caravan parks. They will swamp the local communities and any tenuous economic benefits will simply not be worth the social and environmental upheaval. Workers should be housed in urban centres of population or not at all.	9493-11-1830		/		<ul style="list-style-type: none"> <li>scaling back the size of the campus from 700 to 510 bedspaces in order to minimise the intrusion into the local area. This was considered the minimum possible size to maintain the operational efficiency of the campus and also to avoid transport impacts on the local road network;</li> </ul>
Tractivity 742	Public	Stage 2	9c. Any other ideas or comments?  Should be temporary at this site	9500-11-4670			/	<ul style="list-style-type: none"> <li>making the layout of the campus more compact;</li> <li>lowering the ground level of the campus to reduce the visibility of the accommodation blocks as viewed from the south;</li> </ul>
Tractivity 759	Public	Stage 2	4. Any other ideas or comments?  Although I would like to see more accommodation of a permanent nature constructed, to avoid the feel of a temp transit camp!	9517-11-1490			/	<ul style="list-style-type: none"> <li>repositioning the car park to the north-west of the site to reduce visual impacts to those living close to the site; and</li> <li>repositioning the sports pitches to the north-east of the site to facilitate public use.</li> </ul>
Tractivity 832	Public	Stage 2	9c. Any other ideas or comments?  Presumably will be temporary units.	9590-11-4506			/	<p>To address the concerns expressed about potential disturbance caused by workers in the on-site campus and elsewhere EDF Energy made clear that it would</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 925	Public	Stage 2	4. Any other ideas or comments? temporary on-site accomodation will become a ?wild-west? site - 100?s itinerant workers from all over - this will be a great burdon on the local residents. This must be planned with great care - otherwise will be disaster. Lots of contractors already visit Hinkley site during outages and shutdowns - where will they stay ?  Campuses in Bridgwater also will add to traffic congestion across Bridgwater town centre - it is already heavily congested at peak times - it will become intolerable	9683-11-1655		/		
Tractivity 988	Public	Stage 2	9a. Any other ideas or comments? You should be building proper housing to accomodate the employees of Hinkley C and then when no longer required could be sold to the council for renting to Bridgwater people. This temporary accomodation is not suitable for what could be 10-15 years of Hinkley C remember the French power station already over-run in the construction phase.	9746-11-3859		/		
Tractivity 1013	Public	Stage 2	9a. Any other ideas or comments? This makes good use of a derelict site and does not affect surrounding areas with buildings that will be proposed as temporary but which I believe will stay for many years after the required time. Also	9771-11-5798			/	
Tractivity 1017	Public	Stage 2	4. Any other ideas or comments? Maximise local workforce, minimise need for accommodation. No on site hostel.	9775-11-1623	/			
Tractivity 1091	Public	Stage 2	4. Any other ideas or comments? The accommodation strategies in place seem very ill thought out. It is anticipated that 1500 workers will require accommodation from rented/owner occupied accommodation and B&Bs. There appears to be no calculations involved in placement of workers. (Personal information removed) says " we cannot compel our workers to live in a specific place". How can you possibly know what facilities are available to house workers then? Aside from the campuses there seems no logic behind this.  Will EDF compile a database of the local region for available B&Bs etc? Will there be an accommodation office where workers can go to find accommodation? Will there be a website dedicated to finding suitable accommodation? (Personal information removed) has given assurances that tourism will not be adversely affected, and that " ladies will offer back bedrooms" for workers in order to make money! There seems to be a lot of casuality regarding this matter when local infrastructure will be affected	9849-11-3088	/			
Tractivity 1132	Public	Stage 2	4. Any other ideas or comments? Careful consideration needs to be given to the design of purpose-built accommodation so that it can be used by members of the local community after construction of the site has finished.	9890-11-1484			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We would reluctantly be in favour of rented, owner-occupied and bed and breakfast for workers accomodation, but not caravan parks. Relocate the campus away from Hinkley Point C.	9924-11-1873			/	
Tractivity 1167	Public	Stage 2	4. Any other ideas or comments? There is no point in building purpose built accomodation in Bridgwater. The Bath Road is already working to capacity - particularly with college traffic at rush hours and the proposed building of new hospital. If accomodation is to be built then it should be nearer to Cannington thus relieving traffic in Bridgwater. This accomodation should be built at Hinlley and removed when the work is finished.	9925-11-1939		/		
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The proposed on-site campus is far too large, bth in size of the buildings and number of staff proposed, therein. The accomodation of personnel in rented, owner occupied accomodation, bed and breakfast and caravan parks, locally, is what is needed.	9933-11-1900	/			
Tractivity 1188	Public	Stage 2	9c. Any other ideas or comments? Keeping temporary workers accommodation away from existing tourism areas is essential. Is it not possible to moor an accomodation ship with direct access to the worksite?	9946-11-5081			/	
Tractivity 1190	Public	Stage 2	9c. Any other ideas or comments? The best of the three locations AS LONG AS the accomodation is temporary, taken away when finished with the land treturned to the original owners in as far as possible - its original state.	9948-11-6082			/	
Tractivity 1205	Public	Stage 2	4. Any other ideas or comments? Construction workers should be housed in a temporary camp near to Dunball interchange. Also a direct Dunball to Hinkley route could be used by construction workers thus taking great pressure off Bridgwater and Cannington	9963-11-1801			/	
Tractivity 1213	Public	Stage 2	4. Any other ideas or comments? What will happen to your short term accomodation when your temporary workers have left town? Your financial contributions/pay offs are not sufficient to cover the burden that will be put on already strained public services. All of no long term benefit, economic or otherwise.	9971-11-3163			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1303	Public	Stage 2 Update	Living as I do adjacent to a touring caravan park I am concerned that in the event this may be used despite the fact that their licences should forbid continuous occupation.	89569-11-739			/	
Tractivity 228	Public	Stage 1	4. Any other ideas or comments? Accommodation should not be concentrated in Cannington but be nearer the site, built as a temporary structure that is removed on completion. We do not wish to see permanent buildings at Cannington College site where the pitch & putt site is at present. This is not a legacy to Cannington residents but an added facility to the College in its quest to become Somerset's only university.	9338-11-1275			/	
Tractivity 324	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We hope that Cannington College does not end up with all of the temporary accommodation.	9012-11-2002	/			
Tractivity 378	Public	Stage 1	4. Any other ideas or comments? 1. To judge from current proposals, I am not convinced that sufficient effort has gone into identifying derelict industrial land and brownfield sites as locations for temporary accommodation. Greenfield sites should be used only as the absolute last resort and I think my idea below is worth serious study. 2. Based on my experience in the offshore oil industry, I suggest that a 'Flotel' could be floated into position alongside the planned temporary jetty, and then sunk and secured onto pillars socketed into the sea bed. FLOTELS are commonplace in Europe (on the Rhine and Danube for example) and can accommodate 1000 - 2000 people, complete with catering, utilities and leisure facilities.. Desalination and sewerage plant would mirror that provided on cruise ships. The land earmarked for the 700 bed temporary campus would be used as a parking area and I've no doubt additional derelict industrial land could be identified in and around	9346-11-1700		/		
Tractivity 387	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The workers do bring a lot of custom to Cannington and Bridgwater, that doesn't however mean we want lots of caravans put in fields next to our houses for them to live in, there are plenty of other options.	9072-11-2447		/		
Tractivity 401	Public	Stage 1	4. Any other ideas or comments? Proposed accommodation for workers/families at Hinkley Point C (700) is far too high in number as this will double the local population. This number should be kept well under the 7 proposed, and not to include families. Also accommodation etc. should only be temporary.	9084-11-1184	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 401	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We are not in favour of the use of caravan parks, as this will lead to the eventual increase of these parks being used by travellers.	9084-11-2555	/			
Tractivity 462	Public	Stage 1	4. Any other ideas or comments?  I would rather see a temporary camp at Hinkley Point for all imported workers. This would greatly reduce traffic problems. Also the temporary camp would be removed thereby eliminating the potential for undesirables being imposed on towns and villages just to meet Government targets.	9139-11-1150			/	
Tractivity 462	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  A temporary campus on site would resolve any future use issues.	9139-11-2914			/	
Tractivity 497	Public	Stage 1	4. Any other ideas or comments?  Any other ideas or comments?  A39 already overburdened. Suggest purpose-built 'village' on fields up to a mile away from Hinkley connect 'village' by road across fields. All leisure facilities on site (don't stint) remove when construction ends, not permanent construction return to owners.	9170-11-1099		/		
Tractivity 497	Public	Stage 1	11. Any other comments?  Any other comments?  Power Station- of course! But you are playing fast and loose with people's lives regarding A39, hostels within local communities, the people were denied representation. But/rent a Holiday camp like Haven.	9170-11-4693			/	
Tractivity 510	Public	Stage 1	4. Any other ideas or comments?  Transport- There is a proposal by a business man to start a ferry service between Welsh and English coasts of the Bristol Channel. Why don't you seek to employ as many of the staff as you can from the heavily populated areas of Cardiff/Swansea and the valleys? Use the ferry that can dock at your proposed jetty, then workers can commute back to their homes at the end of each shift, thereby reducing the need for so much accommodation.  Accommodation should be of a temporary nature on an immediately adjacent to the site thus avoiding the need to transport them to and from additional accommodation can be in local B&B's, rented property and campsites, putting money into the local economy.	9182-11-1334			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 561	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Less impact of the enviroment and will quickly return to normal offer the construction phase has been completed.  good example terminal 5 construction set on a caravan site or intergrated into the local comunity give additional revenue to the locals	9230-11-2161			/	
Tractivity 562	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  1. All travelling workers and engineering staff should be housed adjacent to the site.  2. Additional capacity should not exceed 10%.	9231-11-2340		/		
Tractivity 565	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  I strongly believe that these sites should be temporary if built on green site areas. Full decommissioning and return greenland should be completed.  Question 7(b) - Recipient selected Location B and C	9234-11-3824			/	
Tractivity 582	Public	Stage 1	4. Any other ideas or comments?  Any other ideas or comments?  I beleive that all the construction workers that are temp. housed be accommodated on a camp site enclosed at the site as we did for Hinkley A and B. Management ans supervising staff who are on site for a long period (up to 5 years) will buy or rent their homes in the surrounding area and we did on Hinkley Point A and B. Most employers provided help with short term with free rooms and settlement cost to get staff to site in a reasonable manner. I was one of them. The bypass around cannington is a very good idea.	9251-11-1024		/		
Tractivity 599	Public	Stage 1	4. Any other ideas or comments?  We would like to see more temporary accommodation closer to the construction site.	9265-11-1180			/	
Tractivity 599	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We would like to see more temporary accommodations close to Hinkley. We have 30 acres at Wick where we could accommodate some some of these uses.	9265-11-2401		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 603	Public	Stage 1	4. Any other ideas or comments? Could you not accommodate a lot of people on a redundant cruise liner. Less traffic, in-house entertainment - far less impact for the locals.	9269-11-1110		/		
Tractivity 605	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? NO - Should be temporary and site to East of Williton, should have a link road to the A39 from the South of the site to reduce through village traffic.	9271-11-3091	/			
Tractivity 605	Public	Stage 1	Please return sites to 'as was' on completion. No one wants cheap, second rate housing on unnecessary village extensions to be dumped on them.	9271-11-4055			/	
Tractivity 62130	Public	Stage 1	4) In general terms I believe that 'temporary' style accommodation should not be provided because of the significant duration of the construction phase and the need at the end of use for it to be reconfigured for permanent use.	9417-11-1150		/		
S. Notaro Holdings Ltd	Consultee with an Interest in Land at Stage 1 only	Stage 2	We also have adjacent land which could easily be turned into a temporary campus by the use (subject to all necessary planning consents) of static caravans or similar.	10254-11-452			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	In relation to on-site caravan provision, section 8.11.10 cites a single example of how 525 places for mobile home were created at EDF's major development at Flamanville. However, it is unclear if the EDF description of a mobile home differs from that of a caravan (as might be recognised throughout the United Kingdom).	89441-11-3499		/		
Tractivity 63240	Consultee with an Interest in Land	Stage 2	The Estate therefore seeks clarification from EDF as to how they intend to control caravan and mobile home use beyond that of anticipated placement at existing facilities, and how any post-construction legacy issues involving caravan and/or mobile homes will be addressed.	89441-11-6237			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	the creation of temporary housing that will be removed within a ten year timeframe is fundamentally wasteful and does not promote sustainable development, minimising waste generation and minimising carbon emissions. It does not comply with the objectives and policies for place making and regeneration within urban areas.	89298-11-4311		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is the view of the Councils that these aims are not currently achieved, as set out in further detail in the site specific chapters of this response. Overall, it is the opinion of the authorities that the creation of temporary housing that will be removed within a ten year timeframe is fundamentally wasteful and not in the spirit of promoting sustainable development, minimising waste generation and minimising carbon emissions.	89307-11-7066		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Whilst there is an extant consent for some 2,000 residential properties in the wider North East Bridgwater area, the Council has concerns regarding the scale of the proposed accommodation campus on the basis of the temporary nature of units proposed and scale of the single bed units for male construction workers.	89359-11-8077		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- minimises the delivery of temporary modular housing;	89416-11-2189			/	
Sedgemoor District Council	Dual - local authority and consultee with an interest in land	Stage 2 Update	Large temporary accommodation campuses are considered to be detrimental in terms of place making and regeneration objectives in the short and medium term, providing a poor quality built environment and giving rise to distortions in local demography with potential impacts associated with community safety and social cohesion.	89735-11-6729			/	
Cannington Parish Council	statutory consultee	Stage 2 Update	3.0 Accommodation Proposals Whilst the Parish Council are pleased that plans for worker's residential accommodation at Cannington Court have been verbally agreed to be cancelled, we do support local input in the form of B&B although there is concern that there will be no 'spare beds' for tourists in the area for some time.	89748-11-854			/	
Nether Stowey Parish Council	statutory consultee	Stage 2 Update	2.3 The Parish Council notes that the number of campus beds has been reduced despite the increase in the peak workforce figure. Whilst this is welcome and a small step in the direction indicated in the Parish Council's Stage 2 response, the Parish Council is not convinced that sufficient consideration has yet been given to ensuring that the take up of temporary accommodation (both serviced and self catering) does not "crowd out" tourists which are an essential part of the local economy and create affordability problems in the rented sector for lower paid workers in the area.	89752-11-3423			/	

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Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- We favour an integrated approach, whereby temporary labour would be accommodated within the community	89779-11-2584			/	
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- The temporary nature of campus accommodation shows no commitment to climate change strategies and will not leave a positive legacy for the town.	89779-11-3508		/		
17	Comments received under the EIR from the IPC	Stage 2	<p>4. We intend to maximize the use of local workers to build the power stations but we expect between 3,000 and 3,500 workers at peak to require short-term accommodation because they currently do not live locally. These workers will be accommodated in a mixture of rented and owner-occupied accommodation, bed and breakfast and caravan parks. We are also proposing purpose built accommodation campuses; two in Bridgwater and on the Hinkley Point C site. What are your views on our overall accommodation strategy?</p> <p>Satisfactory Unsatisfactory No Opinion Don't know</p> <p>- Where are the figures to show exactly what proportion of the work-force will be local and how it will be recruited?</p> <p>- Where is the admission that the terms 'peak' and 'short-term' represent several years?</p> <p>- Where in all the company's claims to be 'low-carbon' are the figures to show the traffic generated by the service personnel for the hostels and the recreational use of vehicles by the hostel inhabitants?</p>	89806-11-4474			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Figure 11 of the Proposed Changes consultation document gives an estimate of where the HPC construction workforce will live and is based on accommodation location assumptions that have not been agreed with the planning authorities.	89892-11-1907			/	

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Kilve Parish Council	Statutory Consultee	Stage 1	Bearing in mind the rural aspect of the area, and that the majority of residents want to keep that intact, any house building to the south of Shurton and Burton would not be welcome. It would be hoped that although EDF would not be responsible for any private house building projects, that they would not encourage or support any such project. Given the construction to take place to the north of the two hamlets, the idea of any further works would be totally unacceptable.	88930-12-21855			/	A number of consultees noted that there is currently a shortage of affordable housing in the local area and were concerned that the Hinkley Point C (HPC) proposals could increase pressure on affordable housing for local people (e.g. by increasing rents). There were also various queries relating to how accommodation would be vetted and managed.
Sedgemoor District Council & West Somerset Council Joint Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>- Private rented - It will be important to understand the capacity of the private rented sector to accommodate the number of construction workers proposed. This is calculated to be in the region of 600 workers based on the figures in the Stage 1 Consultation document (see Table 1). No consideration is given in the consultation document to the displacement consequences (if any) on non tourist demand for temporary accommodation e.g. households considered homeless. Furthermore, no consideration has been given to speculative purchase of properties for conversion into rental opportunities to expand the supply of short term lets in the area (reduction in owner occupied property and transfer to private rented accommodation or lodgings). There is a real concern that relatively 'high earners' will displace existing residents by driving up the cost of privately rented accommodation, potentially creating additional housing need or homelessness. It should be noted that West Somerset Council operate a Landlord Scheme that seeks to bring derelict properties back into use. Support for this programme by EDF Energy could assist in providing quality accommodation for construction workers, while also providing clear legacy benefits.</p> <p>- Owner occupation - Whilst the socio-economic data available from EDF externally to this Stage 1 Consultation document discusses the affordability issues in the study area (the ratio of house prices to average incomes is already 8) there is no accounting for the impact of the project on affordability. A worsening in the level of affordability would mean an increase in the demand for affordable housing relative to supply (an LAA Target).</p>	88300-12-3107			/	<p>Taking into account its employment strategy to recruit locally where possible, EDF Energy has carefully analysed accommodation demands and requirements locally and is confident that there would be an adequate supply of accommodation, either in the purpose-built accommodation campuses (which would provide 1,510 bedspaces) or from other sources (such as hotels and B&amp;Bs), such that there would not be additional pressure on local housing markets. The <b>Accommodation Strategy</b> accompanying this application for development consent explains how there is more than sufficient capacity in key sectors for non-home based workers who are not being accommodated in the campuses on-site and in Bridgwater. Section 4 of the Accommodation Strategy explains how there would be sufficient capacity in key sectors including owner-occupied, private rented and tourist sectors and how it is also expected that latent accommodation (e.g. rooms in people's houses that are not currently offered to the market) would further increase supply.</p> <p>It is estimated that by the time of peak construction of the HPC development, should development consent be granted, around 450 workers would have moved to the area with their families. If spread over four years of the construction programme, the resulting 100+ units per year would account for around 3% of all house sales in the area 2009, which was a low year for sales. These are very small impacts in the context of the regular movement within the owner-occupied housing market.</p>
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Hallam Land Management would also stress the opportunity to work with local housebuilders and registered social landlords to deliver not only bedsit type accommodation but the accommodation that will be required in the rental and owner-occupied sectors	8760-12-8666			/	<p>The <b>Accommodation Strategy</b> and supporting technical information explains that there is a substantial supply of private rented accommodation within a 60 minute travelling zone of HPC. Many of these are not occupied and it is estimated that up to around 3,600 may be available to workers.</p>
Tractivity 716	Public	Stage 2	<p>4. Any other ideas or comments?</p> <p>No to purpose built accommodation!</p> <p>You are taking enough from the locals in order to feed the nation?s greed for electricity: allow us to accommodate the employees of Hinkley Point</p>	9474-12-1804			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 716	Public	Stage 2	9a. Any other ideas or comments? Again, allow house owners to provide accommodation for as many as possible. Bridgwater's infrastructure not robust enough to accommodate such vast influx. Concerns about the conduct of such vast amounts of people away from their own homes.	9474-12-4429		/		Since the Stage 2 Update consultation, EDF Energy has developed its accommodation management strategy further. It is explained in the <b>Accommodation Strategy</b> that it is intended to provide a service to both non-home based construction workers seeking accommodation and to those willing to supply such accommodation. Prior to the placing of workers within accommodation, providers would need to confirm to the Accommodation Office that their property is safe and legal.
Tractivity 767	Public	Stage 2	4. Any other ideas or comments? Given the requirements of the local tourist trade and the additional need for local accommodation during ?B? station outages, reliance on ?rented and owner-occupied accommodation, bed and breakfast and caravan parks? is questionable	9525-12-1840		/		Some consultees have expressed concerns regarding the impact that EDF Energy's construction workforce might have on the availability of affordable private rented accommodation for local people, and the potential for an increase in homelessness and a rise in workload for Local Authority Housing Officers. The provision of temporary campus accommodation by EDF Energy would significantly reduce the potential pressure on existing private rented accommodation in the local area.
Tractivity 857	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below It is essential to build this power station for the future. I am moving to Cannington from Stockland and have a farmhouse with Orchard where plans are submitted for three dwellings. (Personal information removed). Huge Street, Bridgwater acting as agents if this would be of interest.	9615-12-5736			/	As explained in the <b>Accommodation Strategy</b> , EDF Energy has assembled an extensive schedule of available accommodation for use by workers, including a significant amount of "latent" accommodation, which has not previously been offered for rent and so represents a genuine increase in local supply. The Accommodation Office would continue to seek additional accommodation and would periodically advertise for new providers.
Tractivity 858	Public	Stage 2	4. Any other ideas or comments? I will be quite happy to accomodate workers at my BandB	9616-12-1490			/	EDF Energy is also proposing to establish a Housing Fund, which would be available for local authorities to address any local issues that may arise, for example by boosting the supply of affordable housing locally, or providing extra housing officers.
Tractivity 863	Public	Stage 2	4. Any other ideas or comments? I rent out a property in North Petherton and the west side of Bridgwater. Both occupied.	9621-12-1486			/	The concentration of workers in a specific location, their needs and their conduct may give rise to increased pressure on public services and increased pressure on the road network. Through the signposting of workers to appropriate accommodation, the Accommodation Office would seek to reduce pressure in specific locations or on specific public services. Information would be held on such things as public transport, local amenities and school capacity. This would enable workers to select accommodation which suits their needs whilst minimising impact on public services and pressure on the road network. Similarly, the Accommodation Office would confirm the distance of accommodation to the closest park and ride site. Properties within walking distance of
Tractivity 886	Public	Stage 2	4. Any other ideas or comments? The cost of local renting will go up. There will be even more of a shortage of affordable homes for people who live here already. plus the overland on roads, schools, med cent and hospitals.	9644-12-1633		/		
Tractivity 952	Public	Stage 2	4. Any other ideas or comments? Good for local accomodation businesses.	9710-12-1813			/	
Tractivity 977	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below We offer B&B accomodation and would appreciate some business. See (Personal information removed)	9735-12-6094			/	

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Tractivity 1005	Public	Stage 2	4. Any other ideas or comments? Will you be housing people through the company in private accommodation (houses with rooms to rent) which gives the home owner your backing if something goes wrong with the rental.	9763-12-2020			/	<p>park and ride sites and pick-up points for buses would also be identified. These measures would further mitigate the potential for traffic impacts.</p> <p>Some responses to consultation have suggested that either permanent housing should be provided instead of campuses, or that the accommodation campuses should be built in such a way as to allow for subsequent conversion into housing once the construction phase of the HPC Project was complete. It was clarified as part of the Stage 2 Update consultation that the accommodation campuses themselves would not be suitable for conversion into housing due to their high density, with workers living in individual rooms in each accommodation block and shared amenities provided in separate blocks. This type of worker accommodation would not be appropriate for family-style housing or the requirements and lifestyle of permanent residents in the local area.</p> <p>EDF Energy, working in partnership with the local authorities, investigated whether it might be possible to construct housing that could be used to accommodate its workers and left as a legacy for the local area. However, that work tended to reinforce to EDF Energy the benefits of campus accommodation in Bridgwater and on-site. The majority of the alternative sites considered were dismissed as being too small or remote. Feedback from contractors suggests that many workers would want to live in campus-style accommodation, in particular because it would be fully serviced and provide a reasonably cheap, high standard, and accessible form of accommodation with all the facilities that workers would need. Those who want to stay in individual houses and do their own catering, laundry etc. would choose to stay in the private rented sector. It would also be much more practicable for EDF Energy to maintain large accommodation blocks with communal facilities and their grounds than to clean and service large numbers of individual houses, potentially with individual lounges, kitchens and gardens.</p>
Tractivity 1037	Public	Stage 2	4. Any other ideas or comments? I am concerned about the impact this large number of workers are in some instances their families will have on:  a) the price of rented properties and the housing market. people cannot afford to get on the housing market without prices being inflated by the demands of this large number of well paid workers entering the district.	9795-12-1490			/	
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? We would reluctantly be in favour of rented, owner-occupied and bed and breakfast for workers accommodation, but not caravan parks. Relocate the campus away from Hinkley Point C.	9924-12-1873		/		
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? The proposed on-site campus is far too large, both in size of the buildings and number of staff proposed, therein. The accommodation of personnel in rented, owner occupied accommodation, bed and breakfast and caravan parks, locally, is what is needed.	9933-12-1900	/			
Tractivity 1176	Public	Stage 2	4. Any other ideas or comments? I support the proposal for a mixture of accommodation facilities to enable construction workers to have the option of either campus type or more private/individual accommodation according to their preference. This view is based on personal experience.	9934-12-1639			/	
Tractivity 1198	Public	Stage 2	4. Any other ideas or comments? I don't think it would be wise to compete with local young people for rented accommodation or take too much of the tourism stock as that may affect future tourism. A good mix is by far the best option and possibly over a wider area?	9956-12-1619	/			
Tractivity 1286	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? If you do build campus ?Bridgwater C? after use you could hand it over to Bridgwater College as student accommodation to be used or students from overseas or nationally who will be coming to Bridgwater to study at the new Energy Skills Centre. A huge asset to Bridgwater.	89552-12-159			/	

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Tractivity 1287	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? The reduction is good news - the full use of local people would reduce the need for accomodation	89553-12-235			/	
Tractivity 1313	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Not happy that houses are being built especially for workers there are plenty of B&Bs in Bridgwater that would welcome the trade	89579-12-383			/	
Tractivity 1344	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	As far as possible workers should blend into the local community. As a lot of members of the local community now wish to leave the area, many proerites are up for sale, especially in Comwich. EDF should buy these properties to ease the plight of the village and to provide accomodation for the workforce. Any attempt to work TOGETHER with local communities would be better than working against them.	89610-12-457		/		
Tractivity 1359	Public	Stage 2 Update	A useful opportunity for some locals to rent rooms - but also don?t want to stop tourists using B&B - nor locals buying affordable homes.	89625-12-470			/	
Tractivity 207	Public	Stage 1	Concerned about impact on Cannington and long-term legacy of using exisiting owner-occupied and privately rented accommodation on the area	8913-12-2553	/			
Tractivity 320	Public	Stage 1	4. Any other ideas or comments? My own business depends on local use of hotels and B&B's. If they are not available for any reason by business can not survive.	9008-12-1068		/		
Tractivity 320	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. As I have already indicated by business *reliant on being able to rent local accomodant on a regular basis.	9008-12-2419			/	
Tractivity 374	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Use new houses proposed for Bridgwater. Consider hostels at Burnham on Sea.	9061-12-2227		/		
Tractivity 394	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Certainly not wanted in Williton. Why spoil the infrastructure of the village? Do not use guesthouses and caravan parks generally used by visitors to the area. We need tourism in the area, not migrant workers.	9079-12-2140	/			



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Tractivity 401	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  We are not in favour of the use of caravan parks, as this will lead to the eventual increase of these parks being used by travellers.	9084-12-2555		/		
Tractivity 447	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The consultation document anticipates that some 2,400 non-local workers will need to be accommodated in the area during the construction phase. The suggestion (in the indicative percentages set out in Table 4.1) is that 35% (840) should be accommodated in construction campuses. In addition, 13% (312) are expected to be accommodated in owner-occupied and 25% (600) in private rented accommodation.  The consultation document is confusing in terms of how accommodation is to be provided. In paragraph 4.2.5 of the consultation document, a preferred option emerges: "workers will be accommodated in campuses in four strategic locations (on-site, Cannington, Bridgwater and Willington) on roads with easy access to the Hinkley Point C site".  Given that the consultation options envisage an on-site campus of up to 700 workers, a Bridgwater campus of up to 500 workers plus scope to accommodate some 500 workers at Cannington and Willin	9354-12-2532			/	
Tractivity 461	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton based workers will result in more traffic using the minor roads to the west of the Station - this should be avoided.  Use of rented accommodation will probably happen by default, probably local supply will increase. Need to be aware that this could impact local tourism and also outage periods on the B Station when there can be large short-term influxes of contractors.	9138-12-2472		/		
Tractivity 472	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  you cannot fill up the privately rented accommodation when its needed for our own villagers. Guesthouses and caravan parks will be spoilt by 'workmen' living there. I would not want to holiday where 'workmen' were staying so I shouldn't think other people would.	9148-12-2139		/		
Tractivity 486	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  No accommodation should be made available in cannington apart from B&Bs and privately rented flats. the village is already going to suffer enough. Build accommodation near another village or even better, bridgwater. The amenities are there to accommodate them and transport to Hinkley is still easy	9161-12-2626	/			

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Tractivity 549	Public	Stage 1	6. Use of existing owner-occupied and privately rented accommodation, including guesthouses and caravan parks  Box ticked: In Favour  6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The last preference is especially important to attempt to alleviate local opposition to the other proposals.	9218-12-2997			/	
Tractivity 559	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The availability of private accommodation is rather optimistic - accommodation is at a premium.	9228-12-2690	/			
Tractivity 561	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Less impact of the environment and will quickly return to normal after the construction phase has been completed.  good example terminal 5 construction set on a caravan site or integrated into the local community give additional revenue to the locals	9230-12-2161		/		
Tractivity 582	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments?  I believe that all the construction workers that are temp. housed be accommodated on a camp site enclosed at the site as we did for Hinkley A and B. Management and supervising staff who are on site for a long period (up to 5 years) will buy or rent their homes in the surrounding area and we did on Hinkley Point A and B. Most employers provided help with short term with free rooms and settlement cost to get staff to site in a reasonable manner. I was one of them. The bypass around Cannington is a very good idea.	9251-12-1024			/	
Tractivity 595	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The last preference is especially important.	9261-12-2666			/	
Tractivity 609	Public	Stage 1	4. Any other ideas or comments? I have accommodation for one person. It is self contained.	9273-12-869			/	
Tractivity 62343	Public	Stage 2	Please don't ask EDF to help build affordable housing as it is council housing that is required in Bridgwater and Cannington. People want to rent not buy. It is up to the council to provide rentable homes. And maintain rentable accommodation to the local people.	10023-12-2245			/	

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Tractivity 62578	Public	Stage 2	<p>9. We plan to accommodate between 1,080 and 1,925 non-local workers in accommodation campuses, depending upon the success of local recruitment and other factors. What are your views on our plans for accommodation campuses at the following locations:</p> <p>Bridgwater Innovia site, Bath Road (site BRI- A) for up to 1,075 places?</p> <p>Bridgwater and Albion Rugby Football Club site, College Way (site BRI-C) for up to 150 places? Hinkley Point C site for up to 700 places?</p> <p>Your whole accommodation plans will bring Bridgwater to it's knees in terms of traffic, noise, pollution and crime and will push the police, fire and hospital services to breaking point. I'd also like to ask another question: if there is going to be 3500 non-local people coming into the area and you're providing accommodation for 1925, where will the remaining 1575 be staying? Do you know how many B&amp;B's and rented accommodation there is in this area?</p>	10129-12-10013		/		
Mendip District Council	Local Authority	Stage 2	1. There was grave concerns about the potential displacement of tenants from the district's private rented stock should the proposal result in an influx of migrant workers, which subsequently impacts on the availability of private rented housing and drives up the affordability factor for our residents.	10211-12-1969	/			
Taunton Deane Borough Council	Local Authority	Stage 2	The leisure facilities, educational offer and quality of life provided in Taunton will inevitably mean that large numbers of employees will be seeking accommodation within Taunton Deane. Assessment therefore needs to be made of the potential impact upon all housing sectors and how such impacts will be mitigated. Will there be a rise in homelessness resulting from increased demand on the private rented sector which would impact particularly upon Taunton Deane as we have the largest concentration and number of this type of property in the area?	10213-12-2249		/		
Nether Stowey Parish Council	Statutory Consultee	Stage 2	and (b) that they will crowd out, via price and affordability, local people seeking rental property. Given the length of the construction period the Parish Council does not consider that these can be regarded as temporary or minor problems.	10226-12-11956	/			
Tractivity 62469	Public	Stage 2	i) Rents will go up and local people will lose out	89469-12-9606			/	
West Somerset Council	Local Authority	Stage 2	- Poor impact definition on market and private rented sector housing - no details on how this will be mitigated.	89183-12-5079	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The assessment is currently based on an accommodation strategy including three new campus sites (one adjacent to the HPC site and two in Bridgwater). Given the uncertainty surrounding the likely take-up of these facilities, the County Council require an assessment of the likely implications should take-up be less than envisaged	89222-12-8594	/			
NHS Somerset Primary Care Trust	Non-Statutory Consultee	Stage 2	7.8 Up to 3000 - 3500 of the workforce will be living in rented accommodation across Somerset, plus there will be up to 900 in temporary accommodation onsite; therefore during the worst case scenario where a return to site is no longer an option, the workforce will need to be repatriated.	89463-12-3050			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Should the construction phase introduce a short term peak in demand for private sector rented housing supply, this is expected to have implications in terms of the cost, affordability and quality of rented properties across Somerset and in particular in Bridgwater and in West Somerset. This will have direct implications for residents living and working in the area who are and will be dependent on low cost rented properties and therefore there will be a direct impact on council services and budgets. It is the authorities view that capacity in the private rented sector in the area and impacts have been inadequately assessed. The introduction of pressures on the market of the scale proposed are anticipated to have direct implications both on communities and on the authorities who will have to respond to the consequences, including homelessness. It is the responsibility of the authorities to ensure that there is an adequate supply of housing and the impact of the construction phase cannot be ignored. A focussed strategy that identifies risks and sets out solutions needs to be developed by EDF Energy and agreed with the authorities. Any adverse effects on the private rented sector will require appropriate mitigation and compensation measures to be identified and agreed with the local authorities.	89298-12-6448			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	These figures are assumed to be based on assessment of latent capacity in the private rented market, informed by responses to advertisements placed in several local weekly papers in November 2009. It is our view that the results of the survey are not clearly set out in the socio-economic appraisal, with the distinction between private rented accommodation and tourism accommodation not adequately defined. This raises concerns around the potential for double-counting in terms of 'latent' capacity in the private rented and tourism accommodation markets.	89305-12-3194			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Should the construction phase introduce a short term peak in demand for private sector rented housing supply, this is expected to have implications in terms of the cost, affordability and quality of rented properties across Somerset and in particular in Bridgwater. This will have a direct knock on implications for residents living and working in the area who are and will be dependent on low cost rented properties.	89307-12-9040		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- provides a robust management system for worker accommodation to ensure that EDF Energy, in partnership with the authorities, remains in control of allocation of housing to workers throughout the construction phase. This will include accommodation campuses as well as private rented housing, use of visitor accommodation and other accommodation solutions.	89416-12-2535		/		
West Somerset County Council	Local authority	Stage 2 Update	Similar sensitive approaches must also be developed when it comes to the private rented sector. West Somerset faces an almost impossible task of providing affordable housing for local people who wish to remain living in our area. Our waiting lists for such housing are very long and many of those in need are currently living in the private rented sector. Indeed this form of housing also hosts many of our young people who are not currently receiving benefits. Displacement by workers who will earn higher wages and potentially drive up rental prices is a huge issue for our Council. We also face the same problems in relation to owner occupied housing utilised by your workers. Our Council has very few priorities which do not relate to Hinkley Point and the wider housing need problem is one of them. While some progress has been made, we remain fearful of the impacts that the project may have.	89734-12-2281		/		
Exmoor National Park Authority	Local authority	Stage 2 Update	Another significant concern is that with a temporary and transient workforce it is expected that there will be a significant number of workers seeking to find the very cheapest accommodation in order to maximise cash available to send back to their families. There is a very real likelihood that there will be a series of unauthorised residential developments, such as sheds, conversion of farm buildings, caravans, mobile homes, taking place. Such off site matters are beyond the control of EDF but will be a consequence of the development and the very high demand for accommodation. As the National Park is relatively close to Hinkley Point, yet also remote with many of its sites, it will take many resources to track down and deal with these unauthorised residential uses. Protecting a nationally important landscape is a vital task and this will be an ongoing and extra cost to the National Park Authority throughout the extended construction period. EDF should provide a funding stream direct to the National Park Authority to ensure that it has the resources to investigate and deal with the unauthorised residential developments so that this element of the impact on the special qualities of the National Park from the Hinkley Point C development can be minimised.	89736-12-6519			/	

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South Somerset District Council	Local authority	Stage 2 Update	Following on from this Council's response to the first round of consultation, it is not convinced that EDF has listened sufficiently to our previous comments about the potential impact of housing construction workers within the existing community, in particular the knock on effect on the private rented sector.	89737-12-49			/	
South Somerset District Council	Local authority	Stage 2 Update	We would question the "Surveys for EDF Energy confirm that there is sufficient accommodation within the local area to meet that need without displacing tourists or putting pressure on local housing." and would like to be able to see them and the analysis that supports the assertion made.	89737-12-658		/		
Mendip District Council	Local authority	Stage 2 Update	The consultation document indicates that the private rental sector has been approached to see if there is interest in letting to EDF employees and the response has been positive. The use of this sector will remove much needed properties from use by local residents making it difficult for them to gain tenancies; in addition to this the scarcity this will then cause will lead to a rise in rental costs that will further affect the ability of households to maintain a home. A further consequence from this will be that the ability of households to move from the social housing waiting list into the private sector will be blocked and the District Council, who currently utilise the private sector to house people who have become homeless, seeing rising temporary accommodation costs due to difficulties finding homes to rent.	89738-12-1601			/	
Mendip District Council	Local authority	Stage 2 Update	The council currently has 373 households from the Street area on the social housing register. The number of households identified under the EDF proposal will therefore severely affect the council's ability to house these people in the private sector and place further pressure within the district for affordable housing that the council will not be able to meet.	89738-12-2919			/	
NHS Somerset	Non-statutory consultee	Stage 2 Update	This means there will be greater reliance on existing underused and 'latent' accommodation. From a public health perspective this raises concerns about housing standards. Standards in the private rented sector are generally not high, with a substantial proportion of the housing stock failing to meet the decent homes standard. Typically this is due to poor heating and insulation. This will be of particular concern where holiday homes and caravans are utilised off season, and appropriate measures should be sought to ensure minimum standards are met. The proposed accommodation office could set the benchmark by requiring prospective landlords to confirm that their accommodation meets the decent homes standard. However, workers may seek to make their own arrangements bypassing the accommodation office, and thus in some cases occupy poor housing or inappropriate caravans etc. There could be increased demand on local authority environmental health officers to deal with substandard accommodation, if preventive measures are ineffective.	89773-12-1504	/			

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Stogursey Parish Council	statutory consultee	Stage 2 Update	<p>2.2.3 [4.3] There is a clear opportunity for the private rented sector to benefit from such an influx of workers. There is also a risk that this drives up prices and lowers availability to a point where local people are unable to afford or find rented accommodation. What is EDF planning to do to avoid this?</p> <p>2.2.4 [4.4.1] This raises the probability of additional latent accommodation becoming available as property owners see the financial benefits. This in all likelihood would lead to sufficient accommodation being available to avoid the need for the on-site campus.</p>	89872-12-7316	/			
Stogursey Parish Council	statutory consultee	Stage 2 Update	2.2.5 [4.5.2] Accepts that the 2,260 bed spaces in the private sector is 'a very conservative estimate', yet it is being used to justify the accommodation campuses. EDF should put the money they currently plan to spend on building unsustainable campuses into improving availability of rented accommodation, which will have a legacy benefit for local residents.	89872-12-7894	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	A key concern relates to the implications of take up of private rented accommodation by workers with a higher than average income. The Councils anticipate that growth in demand for private rented accommodation will increase local rental rates, resulting in adverse affects on communities where low cost affordable housing is already in short supply. Affordable housing is one of the Council's key priorities and the Proposed Changes consultation does not alleviate this fundamental concern. The Councils are also mindful of the use of owner-occupied units as the difference between average house prices and average wage levels is particularly stark in West Somerset and any overall increase in average house prices caused by the project would lead to a greater number of local people in housing need. The Councils have consistently set out these views since the Stage 1 consultation and they have yet to be satisfactorily addressed.	89873-12-15432	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Without active management, take up of visitor and private rented accommodation may exceed predictions resulting in displacement of visitors and more critically, low income households including young people dependent on low cost shared accommodation.	89885-12-9484		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>The Councils' key concern in relation to use by non-home based workers of existing accommodation is management of take up. It is understandable to assume that market forces will ensure that workers do not take up higher cost visitor accommodation during peak visitor periods for example. However, what is not considered are the implications of take up of private rented accommodation by workers with a higher than average income.</p> <p>The Councils anticipate that growth in demand for private rented accommodation will result in an increase in the cost of local rents. Whilst this may have benefits in terms of stimulating investment in the areas around Sedgemoor and West Somerset in particular, it can also have adverse affects on communities where low cost affordable housing is already in short supply.</p>	89885-12-9739		/		

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Planning Policy Statement 3 states that the: '...key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.'</p> <p>It is essential that EDFE recognises that unprecedented take up of existing accommodation could place objectives for creating sustainable mixed urban and rural communities, where everyone has access to affordable housing, at risk.</p>	89885-12-10547		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Without active management, take up of visitor and private rented accommodation may exceed expectations resulting in displacement of visitors and more critically, vulnerable households; and	89888-12-7892		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Provision of and contributions toward housing to compensate for the impact on the affordable and rented housing stock and adverse impacts on the housing market.	89890-12-14190			/	
Tractivity 63154	Public	M5 J24 and Bridgwater Highway Improvements	One of the 'solutions' you offered to ease the likely accommodation problem in Minehead, was that there was money set aside in a special fund that could be used, for example, to enable people in the town to install fire doors etc., to bring their homes up to a suitable standard for letting. Well that's alright then, all the accommodation problems are solved! We can all get a grant to turn our homes into B & B's, I think not.	90080-12-4091			/	
Tractivity 63187	Public	M5 J24 and Bridgwater Highway Improvements	<p>As we are considering leaving our 4 bedroom house in Williton empty for the next 7/10 years as the market for selling is flat we need to know the following:</p> <ol style="list-style-type: none"> <li>1. Roughly when the main construction is planned to start</li> <li>2. Would a well maintained house, 4 single/double bedrooms with own washing facilities, 2 bathrooms with loos and 1 with power shower, kitchen/diner and large lounge with all usual facilities you'd expect, wi fi ,sky etc. be of interest ?</li> <li>3. We have 2 off road parking places, Single/double occupancy / smokers / animals all acceptable</li> </ol>	90092-12-13			/	



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Nether Stowey Parish Council	Statutory Consultee	Stage 1	- Increased demand for bed and breakfast accommodation reducing the bed spaces available for tourists	8717-13-6771	/			Consultees raised a number of issues about the draft Accommodation Strategy published at the Stage 2 Update consultation and its assumptions about the use of tourist accommodation. The main issue raised was that Hinkley Point C (HPC) workers would “crowd out” tourists in the summer months and that this would have an impact on other tourist-related businesses and the wider economy. Other issues included: <ul style="list-style-type: none"> <li>the use of specific accommodation such as holiday villages;</li> <li>management arrangements for bookings; and</li> <li>conflicts between use by workers on irregular or night shifts and tourists, especially families.</li> </ul> EDF Energy has updated its <b>Accommodation Strategy</b> and reviewed the amount of tourist accommodation that is available. There is significant spare capacity all year round. This is particularly the case away from the August peak, but even in the peak there is significant spare capacity.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Tourism accommodation types - Details should be provided on the locations and B&B / Guest House / Caravan Parks to be utilised for construction workers. These tourism accommodation types are highly dependent on repeat customers and prone to seasonal income flows. The Councils consider that it will be necessary to ensure that sufficient headroom capacity is retained in the tourism accommodation market during the construction phase, so that trips to the area are not discouraged. It will be necessary for the EIA Socio Economic chapter to assess the implications of the project on the tourism industry both during and after the construction phase. This may inform an investment strategy to ensure that the local tourism industry is not adversely affected in the long term. The impact of worker accommodation in areas which are sometimes remote from facilities is also considered a key issue, as is the impact of traffic movements that such accommodation would involve.	88300-13-2135	/			
Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	<p>The Chamber appreciates that local Bed and Breakfast operators and Hoteliers would welcome the opportunity to fill bed spaces during the quieter periods of the year. The chamber is in favour of this and thinks it is an ideal opportunity to bolster the areas accommodation providers' income in the traditionally quieter time. It may also encourage new entrants to the market. Many of West Somerset's tourist's are repeat visitors but once the development has ended, the accommodation may be there but the tourist may have already abandoned the area not to return.</p> <p>Tourism, though, is the main stay of Minehead's and indeed West Somerset's Economy. In the last decade this economy has lost a significant number of tourism bed spaces and the Chamber does not want the total numbers to decrease any further both in Minehead, West Somerset and Exmoor area.</p> <p>The Minehead Chamber believes the town is a very desirable place to visit but realises that West Somerset does not have a large day visitor trade being mostly reliant on visitors who stay in and around the surrounding area. The whole of West Somerset and Exmoor benefits from visitors to Minehead but the tourism economy is in a very fragile state, the national economy and the poor weather over the last few summers has left many businesses close to the edge. Even a 10% reduction in summer trade may be the final straw.</p> <p>The Chamber's fear is that an increase in occupancy during the winter months will not compensate for the potential loss of bed space in the summer months. The Chamber appreciates the logistical difficulty in finding alternative accommodation in the summer. It must be noted that many business have to close in the winter and the increase in winter occupancy may not necessarily mean it is worth opening/ trading.</p>	8757-13-1342	/			<p>Demand for tourist accommodation from HPC workers is estimated at less than 1,000 bedspaces. The total number of bedspaces within 60 minutes of the HPC sites is nearly 30,000. Spare capacity that is available in August and affordable for workers is estimated at over 5,000 bedspaces. In February, that increases to 13,000 bedspaces. EDF Energy is no longer assuming that HPC workers would make any use of holiday villages, and they have been excluded from the figures above.</p> <p>A specific concern was raised about the cumulative impact of an outage at Hinkley Point B (HPB). Planned outages at HPB (requiring 1,000 or more workers) are generally programmed to take place in the autumn, when there is significantly more spare tourist accommodation than at the August peak. Unplanned outages are generally much smaller (typically 200 workers), so these would be unlikely to have a significant impact even if they had to take place in the August peak.</p> <p>Alongside the Accommodation Strategy, EDF Energy has also produced an accommodation management strategy. This sets out how EDF Energy would help workers choose accommodation. This includes guidance on the types, locations and prices of accommodation that is available and most suitable. Workers would then book directly with providers and it</p>

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Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	If the development occurs a significant effort to either manage the loss of tourism accommodation or provide alternative accommodation for visitors will be required.	8757-13-6048	/			would be for providers to decide how best to manage having both workers and tourists using their accommodation.
Tractivity 681	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  Naturally being a Williton resident I am pleased and relieved that there will be no hostel in Williton. However, I think the proposed park and ride will be detrimental to the area due to excessive traffic, noise and pollution. The infrastructure will not be able to cope with all the bus journeys especially the centre of Williton. If it must be here can it be sited to the east of Williton to cut down on the number of buses going through the centre of the village.  The proposal of bringing in a lot of the freight by sea is a good one. I also applaud your proposal of siting the hostels within or near the site - shame you did not think of this at the beginning.  I do not agree with using bed and breakfast or existing caravans sites within West Somerset for temporary accommodation - this will ruin the tourist trade for this area.	9441-13-6852	/			
Tractivity 705	Public	Stage 2	4. Any other ideas or comments?  No use should be made of what is normally holiday property without the owners having been made aware of the longer term potential damage. The holiday making public are fickle, and after a few years of not being able to find accommodation, it will be many more years before they return.	9465-13-1518	/			
Tractivity 710	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments?  Will greedy landlords push up the price of rents so that local people can't afford them? Will there be a negative effect on holiday accommodation in the area, ie lots of single men on family holiday parks?	9468-13-1488	/			
Tractivity 718	Public	Stage 2	4. Any other ideas or comments?  As a Hotelier in Minehead I would welcome the business for contractors accom	9476-13-1578			/	
Tractivity 767	Public	Stage 2	2. Any other ideas or comments?  Whilst welcoming the concessions made, the question of the local hostel is still a matter of debate	9525-13-521			/	

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Tractivity 937	Public	Stage 2	4. Any other ideas or comments? The siting of an accomodation block 'on-site' is totally unsatisfactory. The impact of any large accomodation block will be problematical. The plan to use b&b and rented cannot be a good plan for the tourist trade. The areas outside Bridgwater near the Dunball Wharf are better options. To have 700 unoccupied males in one place will have a terrifying impact on our village and its hamlets. Stogursey was known as the 'Wild West' when Hinkley Point was built in the 50's and in the 21st Century it will be worse - I fear for residents.	9695-13-2136	/			
Tractivity 957	Public	Stage 2	4. Any other ideas or comments? Why only 1/3 of workers from comfortable distance. Using some of the above accomodation will survey affect the tourism for the village.	9715-13-1494	/			
Tractivity 1076	Public	Stage 2	4. Any other ideas or comments? There is absolutely no guarantee that EDF will maximise the use of local workers - what skills are required, what opportunities are there for local people to train for these skills? EDF will simply emply the cheapest labour (not british). Whilst in the shortterm some bed and breakfast proprietors may gain from out of season guests the lack of suitable accommodation for tourists will cause a lot of harm to our communities. I think all accommodation campuses should be on the Hinkley Point C site in order to reduce the amount of extra traffic on our roads.	9834-13-2120	/			
Tractivity 1091	Public	Stage 2	4. Any other ideas or comments? The accommodation strategies in place seem very ill thought out. It is anticipated that 1500 workers will require accommodation from rented/owner occupied accommodation and B&Bs. There appears to be no calculations involved in placement of workers. (Personal information removed) says " we cannot compel our workers to live in a specific place". How can you possibly know what facilities are available to house workers then? Aside from the campuses there seems no logic behind this.  Will EDF compile a database of the local region for available B&Bs etc? Will there be an accommodation office where workers can go to find accommodation? Will there be a website dedicated to finding suitable accommodation? (Personal information removed) has given assurances that tourism will not be adversely affected, and that " ladies will offer back bedrooms" for workers in order to make money! There seems to be a lot of casuality regarding this matter when local infrastructure will be affected	9849-13-3088	/			
Tractivity 1101	Public	Stage 2	4. Any other ideas or comments? The loss of bed spaces to in the tourism sector is will severly harm the tourism economy in the short and the long term.	9859-13-1486	/			

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Tractivity 1119	Public	Stage 2	4. Any other ideas or comments? These huge numbers will overwhelm local life and seriously affect the tourist industry here.	9877-13-1755			/	
Tractivity 1121	Public	Stage 2	4. Any other ideas or comments? There should be no large hostels and particularly no hostel on site at Hinkley	9879-13-1517		/		
Tractivity 1188	Public	Stage 2	4. Any other ideas or comments? The impact on what is primarily a tourist area will be immense. During peak holiday periods there is already insufficient accommodation throughout this area. Any further pressures will have a major long term detrimental effect.	9946-13-1601	/			
Tractivity 1195	Public	Stage 2	4. Any other ideas or comments? The transport strategy is very vague in many areas. It would appear to be planned with very little thought for the local conditions. EDF have admitted that it is necessary to improve the plan but I have seen nothing of any change. There should be no campus on site. The local area can not absorb 700 extra people with the associated support services. Bridgwater should be used to house all the workers. the accommodation should be built in such a way that it can be used as housing once it is no longer required by EDF giving something back to the community. Tourism will be disrupted as local accommodation will be stretched not leaving sufficient space for tourists. When work is completed the tourists will have gone.	9953-13-2520	/			
Tractivity 1198	Public	Stage 2	4. Any other ideas or comments? I don't think it would be wise to compete with local young people for rented accommodation or take too much of the tourism stock as that may affect future tourism. A good mix is by far the best option and possibly over a wider area?	9956-13-1619	/			
Tractivity 1217	Public	Stage 2	4. Any other ideas or comments? What is it going to do to the tourist trade? They will be glad of the extra use of the facilities in winter but what about the summer? What happens when Hinkley B is on outage?	9975-13-1619	/			
Tractivity 1255	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? Yes leave the B/Bs alone. We want tourists!!	89521-13-181	/			
Tractivity 1359	Public	Stage 2 Update	A useful opportunity for some locals to rent rooms - but also don't want to stop tourists using B&B - nor locals buying affordable homes. All you can do to mitigate/ensure this happens.	89625-13-469	/			

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Tractivity 1373	Public	Stage 2 Update	I have concerns that there will be no tourism left in Somerset after the build as there will be a shortage of accomodation while building so tourist will move to other areas.	89639-13-118	/			
Tractivity 1377	Public	Stage 2 Update	This is going to destroy tourism due to lack of accomodation	89643-13-118	/			
Tractivity 210	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Bridgwater campus areas can be used for the College. Turn the Williton campus into a residential care home.  If accommodation IS built on the site south of Cannington, turn it into a hotel (with a good restaurant) afterwards - we are short of good hotel accommodation in the area.	8915-13-2551	/			
Tractivity 241	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton and Bridgwater would benefit by having hotels	8937-13-2605			/	
Tractivity 319	Public	Stage 1	4. Any other ideas or comments?  For more use of water approaches - wider and less concentrated hotel accommodation.	9007-13-915	/			
Tractivity 320	Public	Stage 1	4. Any other ideas or comments?  My own business depends on local use of hotels and B&B's. If they are not available for any reason by business can not survive.	9008-13-1068	/			
Tractivity 337	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  [NB note added under the chosen tick box: We have a care home and don't need a hotel. The hotel we did have closed.]  Totally against ANY use of Williton as a site for construction workers because:  Development to the east would mean destruction of beautiful fields - currently a great local amenity. Parts of these fields are low lying, easily water logged - prone to flooding.  With regard to both sites - many years of extra traffic on already busy, winding roads.  Presence of single men has potential for trouble - 3 policemen cover a large area.  Pressure on local services - eg medical.	9025-13-2389	/			

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Tractivity 382	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Accommodation needs to be as near to the site as possible, without overwhelming villages.</p> <p>Has Taunton been considered?</p> <p>Cannington and especially Bridgwater and Taunton have more facilities to deal with the large number of mainly single males. Also the future use of buildings eg as student accommodation or hotels etc is more certain in the larger towns. Williton has no need of student accommodation nor another hotel. The Williton east site is not suitable for care home etc., due to lack of public transport.</p> <p>The use of some local tourist accommodation sites which would like to expand eg Court Farm, Donniford, would be much more of a long term legacy to benefit the area by encouraging tourism after construction phase is complete.</p>	9347-13-2971	/			
Tractivity 394	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Certainly not wanted in Williton. Why spoil the infrastructure of the village? Do not use guesthouses and caravan parks generally used by visitors to the area. We need tourism in the area, not migrant workers.</p>	9079-13-2140	/			
Tractivity 409	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>Please find below copies of two letters sent to EDF regarding affordable housing. The Community Council for Somerset are convinced that affordable housing (that could be passed on to local communities) should form a part of any accommodation strategy for workers, particularly as there is local concern regarding the building of large hostels. We hope you will consider our proposals and we look forward to playing a full part in the ongoing consultation process.</p> <p>(Personal information removed)</p> <p>14 Kings Square Bridgwater Somerset TA5 1PL 2nd October 2009</p> <p>Dear (Personal information removed)</p> <p>I recently attended a village meeting where you spoke about EDF's plans at Hinkley Point. I was impressed with the concern EDF showed for local communities, the local environment and for energy efficiency, all areas that the Community Council for Somerset (CCS) is concerned about. In addition, I was particularly interested to learn that EDF was</p>	9350-13-3392			/	

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Tractivity 446	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The influx of thousands of non local workers, many of whom will be of foreign origin, mainly male and single will destroy the rural nature of the local villages and damage the tourist hotel industry as workers take up the holiday accommodation required for holiday workers.	9125-13-2911	/			
Tractivity 461	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton based workers will result in more traffic using the minor roads to the west of the Station - this should be avoided.  Use of rented accommodation will probably happen by default, probably local supply will increase. Need to be aware that this could impact local tourism and also outage periods on the B Station when there can be large short-term influxes of contractors.	9138-13-2472	/			
Tractivity 486	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  No accommodation should be made available in cannington apart from B&Bs and privately rented flats. the village is already going to suffer enough. Build accommodation near another village or even better, bridgwater. The amenities are there to accommodate them and transport to Hinkley is still easy	9161-13-2626			/	
Tractivity 528	Public	Stage 1	I am against the use of existing guest houses and caravan parks as tourism is the main industry and source of wealth for the area. Use of all available accommodation for workers would effectively close down the area to tourists.	9199-13-3016	/			
Tractivity 545	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Williton has, over a number of years, seen all hotel accommodation close. Only a few B&B establishments remain - this will not change.	9214-13-1954			/	
Tractivity 590	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  The tourist trade would suffer if existing facilities were used	9256-13-2421	/			
Tractivity 592	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Use of owner occupied guest hous and caravan park would have an impact on tourists and anyone else wishing to stay or visit the area.	9258-13-2372	/			

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Tractivity 668	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.  Private accommodation is OK, provided it does not adversely affect tourism. (Personal information removed) owner is going bankrupt. There is great scope to help the owner and solve your accommodation problem. It would involve minimum use of the A39. (Personal information removed) is also a possibility- same owner.	9331-13-2956	/			
Tractivity 62508	Public	Stage 2	There is an assumption by EdF that many of the workers will arrange their own accommodation within the area, using local Hotels, B&B, Pubs, and Guest Houses.  Obviously these accommodation providers are free to accommodate who they like, but it could have a serious impact upon the holiday and tourism industry.  There is also an assumption, because no attempt has been made by EdF to communicate with them, that Butlins complex in Minehead will accommodate 400 workers.  The short term financial gain to holiday/visitor accommodation providers could, and probably will have a long term negative effect on the future sustainability of the area as a holiday destination.	10098-13-9449	/			
Tractivity 62568	Public	Stage 2	Due to the large amount of workers expected for the proposed Hinkley Point C project, there is an obvious risk of losing all tourism for the foreseeable future, in fact, it may disappear altogether as so many beds will be taken out of long-term circulation. As the whole area depends strongly on this income and there are views that a lot more UK holidays are expected in the future, the knock- on effect could be very serious combined with the present situation of major job losses adding to an already low-paid area.	10120-13-2899	/			
Tractivity 62631	Public	Stage 2	Prices for rented accommodation in the local area will increase beyond the affordability for local people Workers taking up holiday and tourist accommodation, will mean less room for tourists and lead to a long term decline in the local tourist trade.	10175-13-3808	/			
Exmoor National Park Authority	Local Authority	Stage 2	As the strategy does not address the large amount of accommodation required it is likely that workers will rent accommodation in the National Park, much of which would normally be available as short-term lets for holiday makers who would otherwise have been able to visit and spend their money in the National Park. The lack of adequate and sufficient worker accommodation therefore will have a direct impact on the tourist economy of the National Park and research demonstrates that much of the National Park tourist trade occurs from return visitors. If this holiday letting accommodation is not available because it has been taken by Hinkley Point workers there will be long term adverse impacts on the economy for years to come.	10209-13-727	/			



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Taunton Deane Borough Council	Local Authority	Stage 2	The strategy identifies spare capacity in local visitor accommodation as a means of accommodating workers. Whilst there could clearly be benefit to holiday businesses from higher levels of occupancy, the proposals fail to assess the potential adverse impact to the wider visitor economy of Somerset resulting from a shortage of visitor accommodation available for tourists wishing to visit the County.	10213-13-1640	/			
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	Members are concerned to learn about a suggestion that migrant workers could be accommodated in existing holiday parks. If this is to be the case, then it is likely that from time to time there could be "friction" arising from the different requirements of holidaymakers and workers.	10220-13-9077	/			
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	The loss of any tourist site to provide accommodation for workers for some five to six years could leave a void in the tourism business that could be difficult to reverse.	10220-13-9631	/			
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	Many holiday parks have a planning restriction in that they are only licensed to provide accommodation for eleven months of the year.	10220-13-9805			/	
Cannington Parish Council	Statutory Consultee	Stage 2	Cannington Tourism is extremely concerned with regard to the number of 'beds' that will be taken over by contractors for the next five to ten years whilst the proposed plans are carried out by EDF.	10221-13-3610	/			
Cannington Parish Council	Statutory Consultee	Stage 2	The knock-on effect of long-term lack of places available together with constant traffic problems will affect the whole area, as potential visitors will give up trying to find a vacant 'bed'. Whilst long-term bookings for contractors will obviously be beneficial to B&B businesses, the area will probably never recover its potential for tourism after such a long building project is finally completed.	10221-13-4347	/			
Cheddar Parish Council	Statutory Consultee	Stage 2	When assessing the various aspects of the local impact, accommodation for workers is a fairly significant problem, EDF suggest a mix of local private rented houses, along with caravans at holiday parks, plus dedicated accommodation 'blocks' as solutions to the problem. Utilising tourist accommodation for the 10+ year construction phase, would adversely impact on tourism in the area, and could blight the trade for years to come in the longer term.	10222-13-2323	/			

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Fiddington Parish Council	Statutory Consultee	Stage 2	4. Your statements that "no plans to use tourist accommodation to house workers" appear to be contradicted by EDF visits to Mill Farm Caravan and Camping Park. This parish council will not tolerate the use of tourist accommodation or ANY land at Mill Farm beins used to house Hinkley Point workers	10223-13-1527	/			
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council believes that there is a real danger, to date ignored by EDF Energy, that if the majority of workers are offered campus style accommodation they will seek alternative accommodation and incoming workers will (a) put pressure on local serviced accommodation to the detriment of the existing tourism trade and (b) that they will crowd out, via price and affordability, local people seeking rental property. Given the length of the construction period the Parish Council does not consider that these can be regarded as temporary or minor problems.	10226-13-11634	/			
Nether Stowey Parish Council	Statutory Consultee	Stage 2	The Parish Council considers that EDF Energy has completely underestimated, or ignored, the possibility of negative impacts on tourism for example from shortages of serviced accommodations, and increased road congestion - whether actual or perceived by potential visitors to the area.	10226-13-13869	/			
Selworthy & Minehead Without Parish Council	Statutory Consultee	Stage 2	The suggestion of filling tourism accommodation (eg Butlins) with EDF workforce is not the answer to the housing problem.	10229-13-568	/			
Stringston Parish Council	Statutory Consultee	Stage 2	Postcodes from the South West Tourism Board have been used to devise accommodation placements, but what if these places are taken? Owners who want to sustain tourism in the future will not turn away holiday makers for the chance of housing a worker.	10233-13-5098	/			
S. Notaro Holdings Ltd	Consultee with an Interest in Land at Stage 1 only	Stage 2	However, we would ask that you consider our current rented housing stock and our Lakeview Holiday Cottage and hotel complex here at Huntworth. This would give you access to accommodation which is ready for immediate occupation, possibly by the vanguard of the Hinkley development team.	10254-13-161	/			
Exmoor Tourist Association	Non-Statutory Consultee	Stage 2	Suggesting filling tourism accommodation with EDF workforce is not the answer in the long term, we would loose our tourists to other areas and would they return in years to come?- that is not a solution.	10256-13-2574	/			
South West Regional Development Agency	Statutory Consultee	Stage 2	Any potential negative impacts on local tourism identified through the Environmental Impact Assessment, for example relating to the influx of temporary workers, should be mitigated through the Accommodation and Transport strategies and associated planning obligations.	89056-13-12394	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Displacement in terms of tourist accommodation in the short term will have a knock on effect on other tourism providers such as attractions, the national park and AONB, National Trust properties etc.	89210-13-6627	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The proposed mitigation for the impacts on the tourism is limited to the short term through provision of accommodation sites for migrant workers to alleviate pressure on tourist accommodation	89210-13-11515	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Displacement in terms of tourist accommodation in the short term will have a knock on effect on other tourism providers such as attractions, the national park and AONB, National Trust properties etc	89218-13-3252	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The suggested mitigation for the tourism sector appears to be limited to the short term through provision of accommodation sites for migrant workers to alleviate pressure on tourist accommodation.	89218-13-6043	/			
Tractivity 63240	Consultee with an Interest in Land	Stage 2	It does not appear that consideration has been given to the potential impact on tourism which may result from accommodating workers within existing tourist accommodation as proposed by EDF. This should be given further consideration and mitigation should be proposed.	89446-13-10099	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is some inconsistency in the reporting on the use of tourism accommodation in the Stage 2 documentation. References to the accommodation survey in the socio-economic appraisal suggest that dispersed tourism accommodation providers within the 45 minute commute zone could be utilised. This is confirmed with the statement that the distribution of accommodation types (including owner occupation, private rented, B&B etc.) is anticipated to be similar to the distribution of the Hinkley Point B operational workforce. In contrast to this, the transport strategy and appraisal work by EDF Energy sets out that blocks of holiday accommodation at Butlins (Minehead) and Pontins (Brean) would be utilised.	89305-13-5107	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Whilst the opportunity to guarantee income to accommodation businesses is a positive impact for local business, the implications for the wider visitor economy are not properly considered, explained or understood.	89307-13-8496	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An economic impact assessment of the full sector is necessary and identification of appropriate mitigation measures essential. There will be creative solutions available to EDF Energy to manage this issue, whilst supporting the interests of both accommodation businesses and other visitor destinations.	89307-13-8709	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities are concerned that these tourist destinations could suffer as a consequence of a loss in tourism related income from visitors due to the take of existing visitor accommodation by workers and the general adverse effects on the area due to construction activity (e.g. traffic impacts and impacts on the tranquillity and intrinsic qualities of rural and coastal areas).	89321-13-7457	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There are proposals for temporary workforce accommodation to utilise the Pontins and Butlins holiday camps, however these sites are not discussed in any of the flood risk studies or the EnvApp as works will not be undertaken at these site. However routes between these locations and Hinkley Point can be affected by flooding. This could prevent staff reaching the site affecting their ability to work or could cause members of staff to become stranded in flood prone locations.	89408-13-11580	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Economic impact assessment of implication of worker accommodation approach on visitor economy, including non-accommodation related issues;	89416-13-834	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- ensures long term viability of the visitor economy including accommodation and nonaccommodation related elements;	89416-13-2412	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- provides a robust management system for worker accommodation to ensure that EDF Energy, in partnership with the authorities, remains in control of allocation of housing to workers throughout the construction phase. This will include accommodation campuses as well as private rented housing, use of visitor accommodation and other accommodation solutions.	89416-13-2535	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Use of tourism accommodation types (B&B, caravans, guest-houses) will only be acceptable if it can be demonstrated that construction worker placements can be managed in a way that ensures a capacity "cushion" can be retained in peak season. For instance, small groups of workers employed on short-term contracts could be placed in tourism accommodation types during off-peak months. Proposals for large concentrations of workers at single tourism accommodation sites will not be supported.	89416-13-6130	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Accommodation (housing and tourism)- measures and initiatives to support and invest in affordable housing and tourism accommodation to compensate for the take up of accommodation within the tourist sector and rented sector by the construction workforce. Compensation and initiatives would be required to compensate for increases in rents and lack of availability of affordable housing within the rented sector, potential increases in homeless people and additional pressures on the affordable housing stock including social housing. Measures and initiatives also need to be identified to compensate for the loss of income and trade from tourist visits - due to the lack of availability of accommodation during the construction stage of the project and the potential for a down turn in repeat tourist visits after the construction has been completed. Compensation could take the form of subsidisation of the development of tourist accommodation or provision of accommodation as legacy benefits. Contributions towards the development of tourist facilities in appropriate locations to encourage visits to the area should also be identified.	89418-13-15256	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A clear methodology needs to be agreed to establish the tourism resource baseline (in particular tourism accommodation capacity), assess construction worker's needs for tourism accommodation and to assess the impacts of the construction worker population and other elements of the project on tourism accommodation as well as on the tourism sector generally.	89422-13-31	/			
West Somerset County Council	Local authority	Stage 2 Update	The effect on our Tourist Accommodation during peak months could have very serious long-term implications for our District. Our fragile economy relies upon the tourist trade heavily and any adverse impact to this will have untold consequences for years to come. We do acknowledge the boost that workers could provide during the winter months and want to work with you to develop a mutually agreed strategy for striking what will undoubtedly need to be a fine balance in this critical area.	89734-13-1788	/			
Exmoor National Park Authority	Local authority	Stage 2 Update	As the strategy does not address the large amount of accommodation required it is likely that workers will rent accommodation in the National Park, much of which would normally be available as short-term lets for holiday makers who would otherwise have been able to visit and spend their money in the National Park. The lack of adequate and sufficient worker accommodation therefore will have a direct impact on the tourist economy of the National Park and research demonstrates that much of the National Park tourist trade occurs from return visitors. If this holiday letting accommodation is not available because it has been taken by Hinkley Point workers there will be long term adverse impacts on the economy for years to come. The Committee also wished to strongly make the point that if worker housing can be provided to a high standard then this could be made available for much needed affordable housing in due course, leaving a valuable community legacy from the development.	89736-13-1337	/			

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Exmoor National Park Authority	Local authority	Stage 2 Update	Whilst the latest document is a shift in the right direction it is not sufficient to address these concerns. A more extensive strategy with related delivery package is needed to be worked up to ensure that National Park communities are not adversely affected by such a large scale development nearby.	89736-13-8043	/			
Taunton Deane Borough Council	Local authority	Stage 2 Update	- Increased dependence on temporary accommodation in B&Bs and guest houses, which would impact negatively on the local visitor market.	89741-13-5252	/			
Cannington Parish Council	statutory consultee	Stage 2 Update	3.0 Accommodation Proposals Whilst the Parish Council are pleased that plans for worker's residential accommodation at Cannington Court have been verbally agreed to be cancelled, we do support local input in the form of B&B although there is concern that there will be no 'spare beds' for tourists in the area for some time.	89748-13-854			/	
Nether Stowey Parish Council	statutory consultee	Stage 2 Update	2.3 The Parish Council notes that the number of campus beds has been reduced despite the increase in the peak workforce figure. Whilst this is welcome and a small step in the direction indicated in the Parish Council's Stage 2 response, the Parish Council is not convinced that sufficient consideration has yet been given to ensuring that the take up of temporary accommodation (both serviced and self catering) does not "crowd out" tourists which are an essential part of the local economy and create affordability problems in the rented sector for lower paid workers in the area.	89752-13-3423	/			
Selworthy & Minehead Without Parish Council	statutory consultee	Stage 2 Update	Representatives of the Parish Council attended one of your Stage 2 public exhibitions. Councillors and the electorate they represent are concerned at the enormous impact the building of the proposed power station will have on the already overloaded road system, school places, doctors, dentists and other services and facilities. The suggestion of filling tourism accommodation (eg Butlins) with EDF workforce is not the answer to the housing problem. There are so many problems and issues which need resolving.	89753-13-697	/			

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NHS Somerset	Non-statutory consultee	Stage 2 Update	This means there will be greater reliance on existing underused and 'latent' accommodation. From a public health perspective this raises concerns about housing standards. Standards in the private rented sector are generally not high, with a substantial proportion of the housing stock failing to meet the decent homes standard. Typically this is due to poor heating and insulation. This will be of particular concern where holiday homes and caravans are utilised off season, and appropriate measures should be sought to ensure minimum standards are met. The proposed accommodation office could set the benchmark by requiring prospective landlords to confirm that their accommodation meets the decent homes standard. However, workers may seek to make their own arrangements bypassing the accommodation office, and thus in some cases occupy poor housing or inappropriate caravans etc. There could be increased demand on local authority environmental health officers to deal with substandard accommodation, if preventive measures are ineffective.	89773-13-1504	/			
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- The potential negative impact and publicity of the campuses will greatly damage the tourism potential of the area.	89779-13-3785	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	It is not clear how EDF will actively manage the impacts on the uptake on local housing and tourism accommodation on the local community and tourism industry. We also have concerns about the proposed change in shift patterns and the impact they would have on local accommodation, particularly tourist accommodation if used by workers as well as tourists.	89844-13-10907	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	it is not clear how the office will actively manage the impacts on the uptake on local housing and tourism accommodation on the local economy and tourism industry. We also have concerns about the proposed change in shift patterns and the impact they would have on local accommodation, particularly tourist accommodation if used by workers as well as tourists.	89852-13-1705	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	As set out in the Draft HPC SPD, the Councils broadly support the use of tourism accommodation by construction workers, recognising that during the off-peak season it can provide an opportunity for additional income to help support businesses. The take up of visitor accommodation must be closely monitored and managed to ensure that take up of bedspaces by construction workers will not displace visitor trips to the area.	89873-13-16367	/			



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Fiddington Parish Council	Statutory Consultee	M5 J24 and Bridgwater Highway Improvements	2. We are also pleased to have your statements that you have no plans to use tourist accommodation to house workers at Mill Farm Caravan and Camping Park, acknowledging in your written statement to us, that you accept that the Site license precludes this course of action. We emphasise once again that this parish council will not tolerate the use of tourist accommodation or any land at Mill Farm being used to house Hinkley Point workers.	90106-13-662			/	