

Schedule of Responses – Appendix H.1

Cannington 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)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> Baseline has been adequately defined but sampling undertaken represents the minimum acceptable. 	89374-466-13510	/			<p>Comments on the baseline in respect of the Cannington Park and Ride Associated Development site were received at the Stage 2 consultation. West Somerset Council and Sedgemoor District Council noted that the baseline had been adequately defined, but that the sampling undertaken represented the minimum acceptable.</p> <p>The background air quality monitoring programme, undertaken to support the air quality impact assessment, commenced on 25 February 2009 and finished on 15 September 2009. This exceeds the minimum recommendation as set out in the Department for Environment, Food and Rural Affairs Technical Guidance document, which states that, as a minimum, monitoring should ideally be undertaken over a consecutive six-month period in order to determine the baseline air quality. NO₂ and SO₂ monitoring was also undertaken at a roadside location in order to allow for verification of vehicular exhaust emissions dispersion model output. Full details of the baseline monitoring campaign are provided in Final Air Quality Monitoring Report.</p> <p>Further air quality monitoring (extension of the existing baseline dataset and during both the construction and operational phases of the Hinkley Point C development) has been proposed. This is covered in the supporting Air Quality Management Plan, which is provided as a supporting document to the Air Quality Chapter of Volume 6 of the Environmental Statement submitted with this application for development consent.</p>

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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	Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor District Council.	88370-474-856	/			One comment relating to the Cannington Park and Ride Associated Development (AD) site was received at Stage 1 from Sedgemoor District Council (SDC) and West Somerset Council (WSC). This related to the need for further air quality assessments to be undertaken, with all applied methodologies to be approved by SDC.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Air Quality Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor DC.	88380-474-2473	/			At the Stage 1 consultation stage, an initial air quality consultation meeting had been held with WSC and SDC on 9 December 2008. Two further air quality consultation meetings have been subsequently held with WSC and SDC (and their environmental advisors), on 1 October 2009 and 22 February 2011. The methodologies applied to the air quality impact assessment were discussed and agreed with SDC during these consultation meetings. A summary of the key outcomes of these consultation meetings is provided in the Air Quality Chapter (Chapter 10 of Volume 6) of the Environmental Statement.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Air Quality Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor District Council.	88390-474-2860	/			

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Cannington Women's Institute	Non-Statutory Consultee	Stage 1	This not only means much more traffic movement on an already overloaded and dangerous A39 from Bridgwater to Cannington, but an increase in road danger to school children, noise and exhaust pollution to the villagers.	8765-468-1688			/	A significant proportion of comments relating to the potential impact on air quality of the Cannington Park and Ride Associated Development (AD) site were received from local residents at Stage 1 and Stage 2 of the consultation. They predominantly focused on the perceived unacceptable air quality impacts as a result of the development. Comments were also received from Sedgemoor District Council and West Somerset Council at the Stage 2 consultation. These responses commented on a need to include non-work related construction worker trips and operational traffic within the assessment of vehicular emissions; the perceived inappropriate downgrading of construction dust impacts due to their temporary nature; and the request for consideration within the air quality assessment of the lack of observed decreases in ambient pollutant concentrations over the past few years. The assessment of potential air quality impacts as a result of the construction and operation of the Cannington Park and Ride AD site, as presented within the Air Quality Chapter of Volume 6 of the Environmental Statement (ES) submitted with this application for development consent, has determined all associated air quality impacts to be of an acceptable level, i.e. not significant. The Air Quality Chapter of Volume 6 of the ES includes an assessment of operational vehicular emissions. Non-work related trips of construction workers have also been considered, and the trips generated have been included in the traffic flows used to inform the assessment of vehicular emissions during the construction phase. Within the Air Quality Chapter of Volume 6 of the ES , the construction impacts on air quality are all assessed in line with current published guidelines, in addition to the professional experience of the air quality assessor. Impacts have therefore been assessed on the basis of the risk posed by the Cannington Park and Ride construction site and the proximity of sensitive receptors. Whilst qualitative comments have been made regarding the temporary and likely infrequent nature of these construction (non-vehicular) impacts, the magnitude of these impacts has not been downgraded based upon their temporary nature. Instead, best practice mitigation measures have been proposed to minimise potential impacts to
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-468-4096			/	
Tractivity 874	Public	Stage 2	The traffic noise at least three times a day and air pollution will be horrendous to the Cannington residents in this area, partic. the Barrats estate.	9632-468-3955			/	
Tractivity 874	Public	Stage 2	7. Any other ideas or comments? See comments in section 6. This volume of traffic (stop/start) apart from the noise disruption, will create a major increase in air pollution. Just not at all acceptable to the residents.	9632-468-4529			/	
Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-468-4332			/	
Tractivity 351	Public	Stage 1	4. Any other ideas or comments? My concerns relate to the possible selection of the southern site at Cannington, The construction of the proposed park and ride, freight handling and accomodation will have sighificant environmental implications- most particularly noise and air quality- which will affect a large number of the residents, which will adversely impact the lives of a largenumber of residents of the village. It seems all the more unnecessary given that the northern site has a number of significant advantages- closer to the site, in an area which already has industrial traffic (quarry and grain siols) and, most importantly, very low population density.	9039-468-909		/		
Tractivity 433	Public	Stage 1	This questionnaire soes not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks ad their out fall. when the quarry tried to pump out the water all of the local water courses were raised in	9353-468-9318			/	

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Tractivity 541	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 proposal to site commercial operations (freight handling and park & ride) so close to a small community like Cannington would be a major assault on our peaceful village way of life with noise, dust and light pollution resulting, and is therefore totally unacceptable. Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process. These operations should be sited on the outskirts of Bridgwater, away from residential areas.	9210-468-5245		/		an acceptable level. The lack of observed decreases in ambient nitrogen dioxide NO ₂ concentrations over recent years in some locations is covered in the Air Quality Chapter of Volume 6 of the ES . In order to take account of uncertainties regarding trends in NO ₂ concentrations over time, the approach taken within the ES has been to undertake a worst-case sensitivity test whereby no reduction in vehicle emission rates or background concentrations over time has been assumed. This is in addition to the standard assessment methodology, where existing guidelines have been followed (i.e. vehicle emission factors and background concentrations reduce in future years).
Tractivity 663	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? If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or permanent) in Cannington. This community is currently active friendly and a pleasant place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far way from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convenience and some degree of leisure facilities, why not build a swimming pool for g	9368-468-3323			/	
Tractivity 62359	Dual - Consultee with an Interest in Land and Public	Stage 2	The proposed site for the Park and Ride scheme in Cannington would bring also to the area great noise, dust and dirt, not to mention any other interferences not yet thought of, all of which is to be dreaded in their domination of life in the community, for a considerable period of time.	10034-468-609			/	
Tractivity 62384	Public	Stage 2	The proposal to use this large greenfield site within sight of a large number of Cannington homes is not acceptable. Noise, light and dust pollution will adversely affect many local people and the facility will be a blight on the landscape of our pleasant rural surroundings. It is also likely to have a detrimental impact on property values.	10047-468-4832			/	
Tractivity 62448	Public	Stage 2	4. Pollution Increased due to increased traffic on new and existing road	10074-468-609			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62568	Public	Stage 2	This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site.	10120-468-2001			/	
Tractivity 62578	Public	Stage 2	No, I do not agree that a Cannington bypass would solve anything and Combwich, probably more than Cannington, will see the greatest change to traffic flows. A bypass at Cannington would solve nothing. It would still bring the traffic past the end of the rural village of Combwich making it an utter nightmare for the villagers there in terms of both trying to get in and out of the village every day and the noise and pollution.	10129-468-7276		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology used is commonly used for this type of assessment but has been updated (July 2010) since the EnvApp. The update should be used for future work. No assessment of very fine particles (PM25) has been included beyond the identification of assessment criterion. Future changes in air quality are estimated using Government guidance and assumes that concentrations will decrease with time as reductions in vehicle emissions take effect. This assumption is not supported by air quality measurements in most locations and this potential fault in the method is not discussed.	89374-468-13908a	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No assessment of the non-work related construction worker trips (i.e. people in the worker accommodation travelling around when not travelling to or from work) or operational traffic has been undertaken but a commitment to include it in the submission to the IPC is made. The assessment of construction dust downgrades the potential for impacts because they are temporary. This approach cannot be supported as mitigation may be required regardless of the duration of the activity and residual impacts may still be significant.	89374-468-13908b			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Additional monitoring would assist in this matter.	89374-468-13908c		/		
Tractivity 62998	Public	Stage 2 Update	Noise impacts and carbon monoxide poisoning without any road infrastructure in place, will be severely detrimental to Cannington. Cannington is full of young people re the Primary School and College.	89692-468-2634	/			
14	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise penetration, pollution and light annoyance.	89803-468-602			/	

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30	Comments received under the EIR from the IPC	Stage 2	Proposed Park and Ride This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site. The village suffers flooding problems on a regular basis and insurance companies have placed a blanket block on all	89819-468-1995			/	
34	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise-penetration,-pollution and lighting annoyance.	89823-468-657			/	

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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	Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor District Council.	88370-467-856	/			<p>Comments with regard to air quality methodology in relation to the Cannington Park and Ride Associated Development (AD) site were received from Sedgemoor District Council (SDC) and West Somerset Council (WSC) at the Stage 2 consultation. These primarily related to the perceived inappropriate downgrading of construction dust impacts due to their temporary nature, the need to include the pollutant PM_{2.5} and car park emissions within the assessment of vehicular emissions, and the inclusion of additional sensitive receptors within the air quality assessment. SDC and WSC also recommended the use of updated air quality impact significance criteria published following the Stage 2 consultation.</p> <p>Within the Air Quality Chapter of Volume 6 of the Environmental Statement (ES) submitted with this application for development consent, the construction impacts on air quality are all assessed in line with current published guidelines, in addition to the professional experience of the air quality assessor. Impacts have therefore been assessed on the basis of the risk posed by the Cannington AD construction site and the proximity of sensitive receptors. Whilst qualitative comments have been made regarding the temporary and likely infrequent nature of these construction (non-vehicular) impacts, the magnitude of these impacts has not been downgraded based upon their temporary nature. Rather best practice and mitigation measures have been proposed to minimise potential impacts to an acceptable level.</p> <p>Emissions of PM_{2.5} from vehicle exhausts have been considered within the Air Quality Chapter of Volume 6 of the ES and their impacts determined. Car parks have not been included within the ADMS model on the basis of their size and intended usage. Car parking spaces have been limited at the Cannington Park and Ride site. The operational profile of the park and ride facility would not be comparable to that of, for example, a supermarket car park whereby numerous drivers may use each space several times per day; based upon three working shifts, the total number of car movements associated with the usage of the park and ride facility would be more limited. Furthermore although emissions from car parks have not explicitly been included within the ADMS Roads model, it does take account of emissions from the development related traffic as they approach and leave the AD site. It is on this basis that car parks have not been</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Air Quality Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor District Council.	88390-467-2860	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology used is commonly used for this type of assessment but has been updated (July 2010) since the EnvApp. The update should be used for future work. <ul style="list-style-type: none"> No assessment of very fine particles (PM₂₅) has been included beyond the identification of assessment criterion. 	89374-467-13909	/			
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 methodology follows a standard approach but some potentially affected receptors (along Brownings Road) may have not been included. Impacts at these receptors may be greater than stated in the remainder of the assessment. The discussion of impacts emphasises the negative impact of the bypass because although the percentage change is large the air quality in relation to the relevant criteria remains good. Using the updated guidance will allow this assessment to be modified in this way. There is no assessment of the cumulative effects of the car park and the road traffic. Car park emissions should be included in the ADMS modelling.	89374-467-16011	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Significance has not always followed the methodology stated which has also been superseded since the EnvApp was written. The temporary nature of construction impacts has been used to justify downgrading of impacts, an approach which is not supported.	89374-467-16732	/			

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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 assessment methodology follows a standard approach but some potentially affected receptors (along Brownings Road) may have not been included. Impacts at these receptors may be greater than stated in the remainder of the assessment. The discussion of impacts emphasises the negative impact of the bypass because although the percentage change is large the air quality in relation to the relevant criteria remains good. Using the updated guidance will allow this assessment to be modified in this way.	89426-467-16824	/			included as a further emissions source within the ADMS Roads model, as they are unlikely to be a significant source of emissions to air. Additional sensitive receptors, including residential properties located along Brownings Road, have been included in the air quality assessment presented within the Air Quality Chapter of Volume 6 of the ES . The significance criteria applied to the assessment of air quality impacts have also been updated to take account of the latest published guidance from Environmental Protection UK as referenced in the Air Quality Chapter of Volume 6 of the ES .
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 no assessment of very fine particulate matter (PM25).	89426-467-17579	/			

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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	<ul style="list-style-type: none"> - There is no commitment to mitigation during construction, only a list of possible measures. Hence it is not possible to establish if the impacts predicted during construction will occur. - Shipping emissions are not quantified and so no mitigation is proposed. - Residual effects should be monitored in some cases. This is not discussed in the EnvApp. - Cumulative impacts are inherently assessed where the traffic data includes all elements of the development. There is no cumulative assessment or discussion of other potential cumulative effects (e.g. operational traffic plus demolition/ redevelopment of construction worker sites plus operational emissions from the Main Site). 	89374-470-15094	/			<p>Comments with regard to air quality mitigation for the Cannington park and ride Associated Development (AD) site (submitted with this application for development consent) were received from Sedgemoor District Council (SDC) and West Somerset Council (WSC) at Stage 2. These were primarily related to clarification of the mitigation measures that would be committed to in order to mitigate any potential air quality impacts.</p> <p>Proposed management measures that would be employed during the construction phase of the Cannington Park and Ride AD site are outlined in the Air Quality Chapter of Volume 6 of the Environmental Statement (ES). A description of these management measures is provided within the supporting Associated Developments Air Quality Management Plan (AQMP). The AQMP provides details of the air quality monitoring, compliance auditing and procedures for exceedence events.</p>
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 no commitment to any mitigation so the impacts could be greater than that predicted.	89374-470-17007	/			
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 no commitment to any mitigation so the impacts could be greater than that predicted.	89426-470-17482	/			
Cannington Parish Council	statutory consultee	Stage 2 Update	6.7 However, the Council have received numerous concerns from residents who live on Chads Hill that the improvements made to reduce the visual impact as well as to reduce the pollution through noise, dust and fumes do not go far enough. This Council asked in our response to Stage Two for a cutting to be constructed, which has not been acknowledged.	89748-470-4068		/		

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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	Additional monitoring (during construction and operation) should be undertaken in the study area to determine whether impacts have been adequately assessed and proposed mitigation is effective. A monitoring campaign should be designed taking into account all potential impacts of the development.	89374-471-13608	/			<p>This concerns comments regarding air quality monitoring received from Sedgemoor District Council (SDC) and West Somerset Council (WSC) relating to the Cannington Park and Ride Associated Development (AD) site. These were received at Stage 2 of the consultation and related to the requirement for monitoring (during construction and operation) to determine whether impacts have been adequately assessed, and whether proposed mitigation is effective, taking into account all potential impacts of the development.</p> <p>An air quality monitoring programme will be implemented at all of the HPC offsite associated development sites. The monitoring plan will be implemented throughout the duration of work activities that have the potential to produce emissions or dust that could negatively impact upon the air quality and amenity value of sensitive receptors in the vicinity of the site</p>

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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	Consultation responses, in particular, details of any site investigations or reclamation schemes that the Environment Agency or local authorities are aware of should form part of the baseline assessment.	89375-484-6893	/			At Stage 1 two sites (CAN-A & CAN-B) near Cannington were put forward as the potential location of the proposed park and ride facility. The location was finalised at Stage 2 as being to the south west of Cannington, adjacent to the current village bypass (A39). At Stage 2 the Environmental Appraisal presented information on the baseline conditions for the proposed development site using desk-based information. The historical maps used for the assessment at this time were copies of library maps and the quality was not suitable for replication. In addition copies of the planning records discussed within the Environmental Appraisal were not submitted at Stage 2 for independent verification.
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 stated that intrusive investigations, sampling and analysis have not been completed and that the baseline is based upon desk study information. It is also stated that the detailed design will be informed by ground investigations which are currently underway. Sampling will be required if potential contamination is identified during the construction activities or if it is intended to re use soils during the construction work. While basing the assessment on desk study information may be considered acceptable, incorporating the site investigation results would provide increased confidence in the findings. An outline of the scope, timing and duration of intrusive investigation works are not provided.	89375-484-7117	/			Planning records, although discussed within the Geology, Land Contamination and Groundwater Chapter 12 of Volume 6 of the Environmental Statement (ES) , are not included as part of the submission as they are available through Sedgemoor District Council and therefore are already available to stakeholders.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Copies of the historical maps have not been included in the EnvApp, so the accuracy of the description and interpretation cannot be checked. More recent historical OS maps would have provided information on the more recent land uses at the site and surrounding area.	89375-484-10022	/			In Chapter 12 of Volume 6 of the ES the historical land use maps of the site have been reassessed with data not available at Stage 2 and include more recent historical land use maps covering the site and surrounding area. Historical maps will be made available to review by stakeholders via appendices to the ES.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Although the EnvApp provides details of the location of the potentially contaminative land uses surrounding the site, it is not clear exactly where the distance has been taken from (i.e. is it from the centre of the site or from the edge of the southern site boundary?). This is important in order to identify potential ground contamination associated with such sites and the impact it may have on the proposed development. Any pollution releases associated with the land uses identified in the surrounding area will have a greater impact if they are located adjacent to the site boundary than those located further away from the site boundary where migration may be inhibited by ground conditions.	89375-484-10689	/			As part of the Environmental Appraisal distances were given to the location of any potentially contaminative land uses surrounding the site based on the proposed development site boundary at that time. As part of Chapter 12 of Volume 6 of the ES the distances have been reassessed and revised where necessary based on revisions to the proposed development site boundary to provide consistency and clarity. All distances stated within the ES are from the nearest proposed development site boundary to the identified land use.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp states that planning applications held by Sedgemoor District Council have been reviewed and the majority of the applications relate to residential development or light agricultural uses. All were considered to have a low potential contaminative impact. Copies of these records are not included in the Stage 2 report and so these have not been independently verified.	89375-484-11411		/		Chapter 12 of Volume 6 of the ES identifies the quarry (Putnell Land) as located greater than 250m from the boundary of the proposed park and ride facility at Cannington and therefore no further investigations are required. The historical review also identifies all existing and historical landfills within 500m of the proposed development site and acknowledges the presence of a historical landfill (Field No. 8191, Manor Farm) beyond the south-

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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 preliminary CSM identified the potential sources of contamination associated with existing and historical land use at the site and surrounding area. It also considers potential new sources of contamination during the construction works, but it does not consider potential new sources of contamination following development and/or during removal and re-instatement following the closure of the proposed park and ride facility.	89375-484-12828	/			eastern boundary. Intrusive investigations undertaken have assessed that there is no risk posed by the presence of this historical landfill. At Stage 2 intrusive investigations had not been undertaken at the proposed development site. Investigations have since been undertaken on behalf of EDF Energy in October of 2010. The investigations have been carried out in accordance with relevant guidance and include the reporting of ground conditions and the collection and analysis of soil and groundwater samples.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	consultation with the Environment Agency indicates that in order to comply with PPS23, a ground investigation may be required to prove that there are no contamination risks associated with a historical landfill site which is located approximately 40m to the south of the site. This would be required prior to development.	89375-484-13443	/			The findings of the intrusive investigations including relevant risk assessment (Human health, Phytotoxic, Eco-toxicological, Built-environment, gas and controlled waters) are presented within the Chapter 12 of Volume 6 of the ES . The factual intrusive investigation reports will be available to review by stakeholders via appendices to the ES.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The conceptual site model is adequate, although not exhaustive.	89375-484-13766	/			The Environmental Appraisal submitted at Stage 2 presented a preliminary Conceptual Site Model (CSM) that did not consider potential new sources of contamination during the operation of the proposed development site. As part of the submission of Chapter 12 of Volume 6 of the ES potential new sources of contamination are identified for the operational phase of the development. The CSM is designed to be indicative and not exhaustive although Chapter 12 Volume 6 of the ES does provide a more comprehensive list than presented at Stage 2.

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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	Land Contamination and Waste Further contaminated land assessments/surveys are to be undertaken by EDF Energy on relevant sites. These will need to be reviewed and approved by Sedgemoor DC when they are completed. If these surveys identify contamination risks then further work may be required.	88370-492-540	/			At Stage 2 intrusive investigations had not been undertaken at the finalised proposed development site. Investigations have since been undertaken in accordance with relevant guidance and include the reporting of ground conditions and the collection and analysis of soil and groundwater samples. The findings of the intrusive investigations including relevant risk assessment are presented within the Geology, Land Contamination and Groundwater Chapter (Chapter 12, Volume 6) of the Environmental Statement (ES)

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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 assessment provides no consideration of cumulative effects.	89375-487-20728	/			Following intrusive investigations a full assessment of the significance of the potential impacts associated with geology and land contamination during the construction, operation and removal/reinstatement of the proposed development site has been undertaken. The cumulative impacts and the methodology used to assess them are presented in Chapter 12 Volume 6 of the Environmental Statement (ES) . More details of the overarching methodology for assessing cumulative impacts as part of the EIA are presented in Volume 1 Chapter 7 of the ES .

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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 Somerset Minerals Local Plan (2004) indicates that the area lies within the Mineral Consultation Area for Cannington Park/Castle Hill Quarries;	88370-486-2386		/		At Stage 1, two potential sites were presented around Cannington for the proposed park and ride facility. At Stage 2 the location was finalised as to the south of Cannington and as such lies outside of the Mineral Consultation Area for Cannington Park/Castle Hill Quarries. No further responses are therefore required for consultation comments raised regarding Cannington Quarry.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	In addition, Cannington Quarry is a designated County Geological Site where appropriate habitat protection and enhancement measures would be sought (Local Plan policy CNE9).	88370-486-2710		/		Although potential exposure pathways and receptors were identified within the Environmental Appraisal at Stage 2, no intrusive investigation had been undertaken at the time to establish the contamination status of the proposed development site. Intrusive investigations have since been undertaken and include the reporting of ground conditions and the collection and analysis of soil and groundwater samples.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Cannington Quarry is a designated County Geological Site and a site where significant archaeological remains have been recovered in the past. For these reasons the proposals for the quarry are not supported and EDF Energy are urged to consider and present further options for spoil disposal. The use of spoil in flood risk management works is a beneficial reuse option that should be investigated.	88370-486-4077		/		These findings, including relevant risk assessment (Human health, Phytotoxic, Eco-toxicological, Built environment, Gas and Controlled waters), are presented within Chapter 12 of Volume 6 of the Environmental Statement (ES) . The factual intrusive investigation reports will be available for review by stakeholders as appendices to the ES.
Health Protection Agency	Statutory Consultee	Stage 2	We note that for the associated builds the receptors are quite a distance from the proposed work sites and therefore, impact on human health is likely to be small. However, any health effect cannot be discounted completely on the basis that any contaminated land at the work site has the potential to be transported to the receptor. This can occur through uncontrolled movement of dust or gas/vapours by wind or through foot and/or vehicle traffic carrying contaminated soil out of the work site. You have not undertaken specific chemical analysis at the sites where associated builds are taking place and it is not known whether any land contamination exists. Even if there have been no historical land contamination issues reported/found, it is worth noting that not all land contamination is due to human use, there is the potential for naturally elevated levels of soil contaminants that may cause adverse effects on human health. We recommend that you carry out site soil analysis of the associated developments and then conduct a toxicological risk assessment.	89166-486-16268	/			
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 residual effects presented within the EnvApp assumes that there no or only limited contaminated soil remaining on site following the construction phase. In addition, assumptions are also made that no contamination impacts are expected to arise due to regulatory controls which will need to be in place and good practise measures to ensure that spillages or surface water run-off is intercepted and discharge via a controlled system.	89375-486-19926			/	

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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	Both assessments of construction and reinstatement residual effects rely on implementation of appropriate mitigation measures to ensure effects are mitigated.	89375-486-20537			/	

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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	Table 4.7.2 describes the criteria used to determine the magnitude of effect. In this instance, while the concept of change is used with regards to geology, it is not clear what 'change' to geology may represent. It is further noted that geological change is a natural phenomenon which may be accelerated in certain circumstances, for example, through erosion etc. For contaminated land one aspect of a high magnitude impact is described as "very significant change to the extent that UK legislation is contravened leading to prosecution of the responsible party". In some instances, this may be possible, for example if, during the construction works a spillage were to occur from a Contractor's fuel store. In many cases, however, contaminated land may arise as a result of historical legacy and it is difficult to determine who the responsible party would be.	89375-485-15135	/			At Stage 2, the assessment criteria for magnitude included discussion on the 'responsible party'. For Chapter 12 of Volume 6 of the Environmental Statement (ES) the table and criterion have been reviewed and revised in line with topic specific requirements. Details of the methodology and tables detailing topic specific magnitude, value and sensitivity and site specific assessment criteria are presented in the Chapter 12 of Volume 6 of the ES . Following intrusive investigations a full assessment of the significance of the potential impacts associated with land contamination during the construction, operation and removal/reinstatement of the proposed development site has been undertaken.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	While criteria are presented to qualify the importance and sensitivity of receptors, and also the magnitude of the impacts, there appears to be no table presented within the Section to qualify the assessment of the significance of impacts.	89375-485-16702		/		Further details of the overall assessment methodology, including a table showing the criteria for each significance level is presented within Volume 1 Chapter 7 of the ES .

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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	Cannington Quarry is designated as a County Geological Site. Local Plan Policy CNE9 advises that where planning permission is sought for development which would damage the nature conservation value of a site, such damage should be kept to a minimum and mitigation or compensation measures provided. Developers are encouraged to make positive provision for wildlife through appropriate habitat creation/restoration and subsequent management.	88380-488-1042		/		At Stage 1, two potential sites were presented around Cannington for the proposed park and ride facility. At Stage 2 the location was finalised as to the south of Cannington and as such lies outside of the Cannington Quarry area. No further responses are therefore required for consultation comments raised regarding Cannington Quarry. In the UK, it is an expectation that construction and operational sites will be subject to a number of 'standard' health and safety, infrastructure and environmental control requirements which ensure legal compliance and the adoption of standard good practices/control measures. These will be adhered to/adopted for the proposed development.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	CONDITION: If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. REASON: For protection of the water environment.	89090-488-1889	/			The intrusive investigation has not identified any significant contamination therefore a detailed remediation/reclamation strategy is not considered necessary for this site. However, small/minor, localised areas of slightly elevated contaminants and Made Ground will be dealt with in accordance with procedures identified under the Environmental Management and Monitoring Plans (EMMP) .
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	CONDITION: During construction, no development approved by this permission shall be commenced until a scheme for prevention of pollution during the construction phase has been approved by the Local Planning Authority. REASON: To prevent pollution of the water environment.	89090-488-4242	/			The EMMPs outline proposals for the routine testing of soils for comparison with the appropriate thresholds/acceptability for re-use criteria, as well as tracking and recording of material placement and ensuring any identified unsuitable materials and/or contaminated soils will be removed and/or remediated and validated as appropriate. Details on how these measures will be implemented will be provided in the site-specific management plans which will be adopted during the construction.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Many of the construction effects can be mitigated by standard good practice via an Environmental Management and Monitoring Plan (EMMP). We have provided consideration of the EMMP framework in Section 4.3 of this report, and the potential effectiveness of mitigation should be reconsidered in the light of this.	89375-488-17319	/			The EMMPs and other documents will include validation and independent checks (e.g. audits) periodically to ensure that the stated management and monitoring requirements are adequately being undertaken.
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 considered that mitigation would be required during the operation phase to prevent impact on the underlying soils from any leakages and spillages during the operation of the park and ride (hardstanding cover, controlled system for discharge of foul and surface water, interceptors). In addition good standard health and safety measures should be in place to prevent exposure to contamination to any maintenance workers (e.g. utilities) which may be exposed to the soils beneath the site.	89375-488-17830	/			The adherence to legislative requirements and adoption of standard good practices has been assumed as part of the impact assessment and these elements are not considered as formal mitigation within the context of the EIA. Given the adoption of these measures no significant impacts associated with geology, land contamination and groundwater have been identified during the construction, operation and removal/reinstatement phases of the proposed

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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	A detailed ground investigation would be required prior to development to confirm the ground conditions and contamination status of the site. If contamination is identified then a remediation strategy will be required to identify how the material will be dealt with. This document should also contain a validation strategy detailing testing frequencies and identifying appropriate assessment criteria for site won and imported materials. This document will need to be approved by the local authority prior to construction.	89375-488-19010	/			development and therefore no formal additional mitigation is considered to be required. During the operation of the proposed development site operational infrastructure (e.g. hardstanding cover, controlled sealed drainage systems and foul and surface water interceptors) will be incorporated into the design. This infrastructure will help prevent impact to the underlying soils, but again these measures are considered to be part of the design and are not considered formal EIA mitigation.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Additional mitigation measures during the construction phase include monitor dust and particulate emissions at the site boundary and take action if trigger levels are exceeded. Also temporary stockpiles will need to be placed on hardstanding and covered with geotextile.	89426-488-18434	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A detailed ground investigation and quantitative risk assessments are required prior to construction to assess any potential contamination exposure risks to site occupants and future site maintenance workers, if any contamination is identified than a reclamation strategy report will be required in order to detail how any remediation works will be validated and monitored. A detailed ground investigation and quantitative risk assessments are likely to be required prior to restoration of the site to identify any contamination that may have resulted from the park and ride land use and assess risk to future site users of the restored site, if any contamination is identified than a reclamation strategy report will be required in order to detail how any remediation works will be validated and monitored. Good standard practice adopted via an EMMP must be in place during the removal/reinstatement works.	89426-488-18710	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Good standard practice adopted via an EMMP must be in place during the removal/reinstatement works.	89428-488-4350	/			

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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	Land Contamination and Waste Further contaminated land assessments/surveys are to be undertaken by EDF Energy on relevant sites. These will need to be reviewed and approved by Sedgemoor District Council when they are completed. If these surveys identify contamination risks then further work may be required.	88390-489-2545	/			At Stage 1, two potential sites for the Cannington Park and Ride were put forward as potential candidates for the final location. Upon finalisation of the location (to the south of Cannington) after Stage 2, intrusive investigations were undertaken to support the desk-based baseline information presented in the Environmental Appraisal. Chapter 12 of Volume 6 of the Environmental Statement (ES) provides an assessment of the data collected and concludes that no significant source of contamination was identified. Detail of the intrusive investigations will be available for review by the stakeholders and is presented as an appendix to Chapter 12 of Volume 6 of the ES . In accordance with standard good practice Environmental Management and Monitoring Plans (EMMPs) has been developed. The EMMPs detail the potential environmental impacts and mitigation measures to be implemented and associated monitoring requirements. The EMMPs outlines proposals for routine testing of soils for comparison with the appropriate thresholds/acceptability for re-use criteria, as well as tracking and recording of material placement and ensuring any identified unsuitable materials and/or contaminated soils will be removed and/or remediated and validated as appropriate. Details on how these measures will be implemented will be provided in the site-specific management plans which will be adopted during the construction. The EMMPs and other documents set out proposals for validation and independent checks (e.g. audits) to ensure that the stated management and monitoring requirements are being implemented in the appropriate manner
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 provides no consideration of monitoring.	89375-489-20814	/			

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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	9113-428-2374	/			<p>EDF Energy's Stage 1 consultation identified land at Cannington as a potentially suitable location to accommodate some or all of the following land uses:-</p> <ul style="list-style-type: none"> ▪ a campus to accommodate up to 200 construction workers with associated living and recreational facilities; ▪ a park and ride facility to accommodate up to 900 cars; and ▪ a freight consolidation facility for road borne freight. <p>Two search areas were identified as potentially suitable locations for a park and ride facility, CAN-A and CAN-B. The CAN-A search area was located directly to the south of Cannington, outside the settlement boundary. The CAN-B search area was located to the north west of Cannington, to the east of Cannington Quarry and the west of Rodway Road.</p> <p>Responses received from statutory consultees, other relevant stakeholders and the local community during the Stage 1 consultation raised significant concerns about the provision of an accommodation campus and/or a freight consolidation facility at Cannington, primarily because it was considered that this would change the character and scale of the village. On this basis, the proposals consulted on during EDF Energy's Stage 2 consultation removed all accommodation and freight proposals from Cannington.</p> <p>In EDF Energy's second stage of consultation, EDF Energy refined its proposals for the CAN-A search area and did not promote any development within the CAN-B search area. This was both to respond to consultation received from Sedgemoor District Council (SDC) and West Somerset Council (WSC), that the CAN-A search area was preferred over CAN-B, due to the location closer to Cannington village, which would encourage walking rather than driving from the village to access bus services, and to respond to significant concerns expressed by the local community over the location of Putnell Cottages within the CAN-B search</p>
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	9113-428-2374	/			
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.	9188-428-2728	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.33. CAN-B Search Area (Figure 4.6) - The r states that potential access points have been identified although these are not shown on the plan (4.6.7 and Figure 6.7), although it is likely access can be achieved. Further details on proposed access arrangements should be provided.	88010-432-550	/			
Otterhampton Parish Council	Statutory Consultee	Stage 2	EDF has clearly made no mention to the Environment Agency of their alternative search area at Cannington (Can-B) where in Stage 1 , 'The proposed land uses would be located away from residential properties in an area characterized by mineral extraction land uses, thereby minimizing any potential disturbance to residents' and - 'The area offers the potential to provide a combined road and water-borne freight consolidation facility, given it's proximity to Comwich Wharf and the Hinkley Point C site, enabling a more efficient land use'.	89269-428-2947	/			

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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	Details of the site selection process are presented in Volume 3 of the Environmental Appraisal for accommodation campuses, Cannington by-pass, Cannington Park and Ride, Comwich Wharf Refurbishment and Freight Logistics/Storage facility, Junction 23 Park and Ride and Freight Logistics facility, Junction 24 Park and Ride and Freight Logistics facility and Williton Park and Ride. Whilst these sections contain a description of reasons why additional sites identified by the authorities, following Stage 1, have been rejected and include information (based on the responses received as part of Stage 1 consultation) on reasons why sites identified as part of the Stage 1 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.	89296-428-765	/			area. The CAN-A search area includes agricultural land only and does not result in the acquisition or demolition of any residential or commercial properties. The CAN-B search area was also not preferred because siting the park and ride facility to the north of the village would not fulfill EDF Energy's objectives of consolidating trips before the village to minimise environmental impact. The area is also best and most versatile agricultural land and is therefore not sequentially preferable to the preferred site from the perspective of loss of high value agricultural land. A park and ride site has been proposed in Cannington to cater for those workers within the immediate catchment of the Hinkley Point C development site (i.e. west of Bridgwater and within the Cannington area). If park and ride sites were only located at Bridgwater, as some consultation responses have suggested, the workforce living closer to the HPC development site and in Cannington itself would have to travel back towards Bridgwater, further away from HPC, which would result in unnecessary trips on the local road network, contrary to the principle of the transport strategy. EDF Energy is however also proposing as part of the application for a Development Consent Order (DCO), park and ride sites on brownfield land at Bridgwater and Williton.
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 therefore 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. The sites should be assessed against a range of environmental, sustainability, socio-economic and planning criteria, including an assessment of the sites to delivering legacy benefits in accordance with local authority policies and strategies.	89296-428-2951	/			In addition to the search areas presented as part of EDF Energy's consultation, an Alternative Sites Assessment (ASA), appended to the Planning Statement , has been carried out which assesses alternative sites for development associated with the construction of HPC against a range of planning, environmental, sustainability and economic criteria. This assesses the suitability of various alternative sites in Cannington for a park and ride facility, including land to the south of the A39. The ASA demonstrates that all previously developed sites at Cannington were not suitable alternative sites for the provision of a park and ride site instead of the greenfield sites, and it explains why there are no suitable alternative sites in Cannington that would fulfil the objectives of the transport strategy.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Transport Authorities position December 2009: <ul style="list-style-type: none"> No transport justification for the 200 capacity accommodation campus and freight consolidation centre at Cannington South Update September 2010: <ul style="list-style-type: none"> No longer proposed. 	89326-428-1288	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Alternative sites close to or within Cannington are rejected, but an alternative location on the opposite (south) side of the A39 from the site proposed has not been considered.	89374-428-3863			/	Consultation responses have also raised concerns as to why the site to the south of the A39 was not chosen as an alternative to the site to the north of the A39. The site to the north of the A39 was considered most appropriate by EDF Energy for the following reasons:- <ul style="list-style-type: none"> the land to the south of the A39 is in a remote location which would require a pedestrian bridge
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 a number of design issues relating to the chosen site: <ul style="list-style-type: none"> In transport terms the site could equally well be located to the south of the A39. This does not appear to have been considered as an alternative. 	89374-428-4214			/	

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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	Alternatives are considered but no consideration is given to a site to the south of the A39 could be as effective in Transport terms and reduce impacts on nearby properties	89426-428-15795			/	to be built over the A39; <ul style="list-style-type: none"> the site to the south of the A39 is significantly more divorced from the village and therefore any proposals, albeit temporary, would have a significantly greater effect on landscape character and setting than the site to the north of the A39; and the site to the north of the A39 lies within an envelope provided by Cannington village boundary and the A39, which forms a barrier between Cannington and the open countryside beyond.
Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	4. Any other ideas or comments? As a resident living in the centre of the proposed CAN B area(Personal details removed) the following relate to both CAN B and the immediate area. Transport - Park and Ride/Frieght Centres should be before Cannington and at sites that reduce the traffic through Bridgwater as well as the approach to Cannington. Neither CAN A or CAN B sites take into account the A39 from Bridgwater to Cannington and the road design with two hazardous corners that have led to accidents in the past. One accident last year closed the road most of the day and into the evening causing gridlock in the area. More traffic along this road will lead to more chances of similar incidences occurring. Could the Transport consolidation facilities for both people and freight be before Cannington on the straight part of the A39 taking out the hazardous corners at the same time?	9352-450-1129	/			
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	Rodway Farm (1) is not self-contained at present. A strip of land owned by the quarry currently splits Rodway Farm in two, which means that animals need to be transported by truck at regular occasions along Rodway Road, and students, driving tractors and other farm transport, or themselves being driven in open trailers, have also to use the Main Road on various occasions.	89436-432-3793			/	
6	Comments received under the EIR from the IPC	Stage 1	The questionnaire puts forward two alternative sites for a facility at Cannington. Although I would reject them both, I must now express a preference between them. I come down unhesitatingly in favour of CAN-A and against CAN-B, If it is desirable to intercept light vehicles at Cannington, then it must be desirable to do it earlier in their journey rather than later, and certainly before they have to drive round the new bypass. - The reasons which I-have given, in relation to park and ride, for preferring CAN-A to CAN-B apply largely here as well.	89795-452-1531	/			

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Tractivity 383	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 very detrimental to the residents of Cannington. It's road access to Chads Hill lane is unacceptable. Much is said about legacy benefits but they are more likely to be a liability and would probably not normally receive planning consents.	9068-442-2414	/			<p>EDF Energy's Stage 1 consultation identified land at Cannington as a potentially suitable location to accommodate some or all of the following land uses:-</p> <ul style="list-style-type: none"> ▪ a campus to accommodate up to 200 construction workers with associated living and recreational facilities; ▪ a park and ride facility to accommodate up to 900 cars; and ▪ a freight consolidation facility for road borne freight. <p>Responses received from residents, statutory consultees and other stakeholders during the Stage 1 consultation raised concerns about the provision of an accommodation campus and/or a freight consolidation facility at Cannington. These concerns were primarily because it was considered that these developments would change the character and scale of the village. On this basis, the proposals consulted on during EDF Energy's Stage 2 consultation on Preferred Proposals removed all accommodation and freight proposals from Cannington. On this basis, there are no proposals by EDF Energy for accommodation in Cannington, either at Cannington College or Cannington Court, as a response to concerns raised through the consultation process.</p> <p>The size of the park and ride facility at Cannington was also significantly reduced at both the Stage 2 and Stage 2 Update consultations, in response to concerns raised by statutory and non-statutory consultees. In EDF Energy's Stage 2 consultation, the size of the park and ride facility was reduced to 381 parking spaces and 13 mini-bus spaces.</p> <p>In EDF Energy's update on and proposed changes to the 'Preferred Proposals' (Stage 2 Update Consultation) the size of the proposed park and ride facility was further decreased to 252 parking spaces. This reflected EDF Energy's expectation that fewer workers would be living near Cannington than originally envisaged, and to respond to concerns raised by local residents, statutory and non-statutory consultees.</p>
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.	8900-427-936	/			
Tractivity 325	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? 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 (Personal details removed) and (Personal details removed) from its perimeter fence. We particularly will be disturbed in our BEDROOM. There will be LITTLE or NO privacy and possible noise aggravation.	9013-427-5726	/			
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?	9029-427-1061	/			
Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	(Personal details removed) is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in (Personal details removed) will be reduced both in the long and short term.	9352-427-8880	/			
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.'	89665-427-1157	/			

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Tractivity 62915	Public	Stage 2 Update	<p>Accommodation</p> <p>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</p>	89666-427-272	/			

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Tractivity 701	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.</p>	9461-551-4096	/			<p>At the time of the Stage 1 consultation, EDF Energy proposed two search areas, to the north and south of Cannington respectively, as potentially suitable sites for the provision of an accommodation campus, freight logistics facility for road freight and a park and ride facility for 900 car spaces. In addition, EDF Energy had been proposing two additional search locations within the village of Cannington for the provision of accommodation facilities. Following feedback from the Stage 1 consultation, EDF Energy decided not to pursue the provision of an accommodation campus or freight logistics facility at Cannington. On this basis, a number of site-specific concerns raised by consultees in respect of the development of an accommodation campus and freight logistics facility have been addressed through the removal of these proposals from the two search areas to the north and south of Cannington. Additionally, this meant that the two search locations within the village of Cannington were no longer to be considered as part of the proposals.</p>
Tractivity 433	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>(Personal details removed) is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in (Personal details removed) will be reduced both in the long and short term.</p> <p>Our properties will be devalued and we will have to suffer noise, exhaust, dust and light pollution as well as the visual impact of any development.</p> <p>The by pass routes both impact too as indicated in earlier questions.</p> <p>This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks ad their out fall. when the quarry tried to pump out the water all of the local water courses were raised in</p>	9353-551-8736	/			<p>At the time of the Stage 2 consultation, EDF Energy had decided that its preferred site for the park and ride facility would be within the southern search areas between the A39 Cannington southern bypass and the village, and that EDF Energy would therefore no longer be considering the area to the north of Cannington.</p> <p>One consultation comment from a member of the public at Stage 1 asked about the possibility of waste from the Hinkley Point C (HPC) site being deposited in Cannington Quarry. This had been proposed by EDF Energy at the Stage 1 consultation, but was discounted at the Stage 2 consultation and does not form part of the current proposal.</p> <p>As part of a sustainable drainage (SuDS), scheme the rate of discharge of surface water from the proposed development to the existing Flood Relief Channel (FRC) is restricted to a greenfield run-off rate. In order to attenuate the surface water prior to its off-site discharge, a series of measures have been incorporated including a permeable (porous) free draining surface treatment for the car parking bays, carrier drains and a balancing pond. The balancing pond has been designed to accommodate a storm with a 1% annual exceedance probability (AEP) plus an allowance for climate change as discussed in the Cannington Park and Ride Flood Risk Assessment, which has been submitted with this application for development consent.</p>

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	This area is predominantly flood zone 1, but with the flood zone 2 and 3 Cannington Brook corridors running through the middle of the site. The Cannington Brook functional floodplain (flood zone 3 b) is not appropriate in principle for park & ride, freight and accommodation use this area should be avoided. The proposed site layout and access/egress will need further investigation to establish the overall viability of developing the site in light of the floodplain constraint. There are also other watercourses within the site boundary that would need to be protected or diverted, subject to our agreement.	88830-547-3996	/			It is a requirement of the planning process that the design of the Cannington Park and Ride development does not have a negative impact on the wider area and this was incorporated into the proposals both prior to and following the Stage 2 consultation. Issues associated with flooding and additional drainage into the Cannington Brook were raised as specific concerns by consultees at Stage 1 and Stage 2.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Furthermore, large parts of the search area are located outside the floodplain.	88360-547-2657			/	Following further work on the workforce numbers after the Stage 2 consultation, EDF Energy concluded that it would only require a park and ride facility with parking for up to 132 employee spaces and 120 visitor spaces. This reduction in numbers meant that EDF Energy could amend the layout of the park and ride, thereby ensuring that the proposed development is located well outside of the Cannington Brook functional floodplain. At the Stage 2 consultation, EDF Energy proposed that the existing flood relief channel (FRC) would be realigned, along with an increase in capacity, to the southern boundary of the site and to provide a legacy benefit. During consultation concerns relating to the adequacy of the new FRC were raised by consultees.
Tractivity 1163	Public	Stage 2	7. Any other ideas or comments? I do not agree that the park and ride facility needs to be so big. The land and road near to the roundabout often floods this will prevent the cars from leaving the village. I hope that the drainage you put to counteract this will not make flooding elsewhere in the village worse.	9921-547-4190	/			EDF Energy does not now propose to construct the new FRC as part of this application for development consent. However, it will support the Environment Agency in the construction of a new FRC.
Tractivity 62568	Public	Stage 2	The village suffers flooding problems on a regular basis and insurance companies have placed a blanket block on all TA5 postcode residences because of this problem.	10120-547-2153			/	The DCO submission documents include an outline design that will require further detail prior to construction. During the design process, reviews of the design flows and the capacity of the channels will be undertaken. Further details of the existing FRC are given in the Cannington Park and Ride Flood Risk Assessment (FRA) . The existing FRC is not subject to any direct operation and Environment Agency works are limited to maintenance and clearance.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	An important issue is the design capacity of the new flood relief channel. We are concerned that the design flow cannot be assessed accurately and an appropriately conservative design approach should be adopted, in the absence of better data. More work is required to review the new design flows and ensure that the new channels are engineered to take future flows that take climate change into account. 9.2.3 -There remains considerable uncertainty regarding design flows. It is stated that the new Flood Relief Channel will convey approximately 14m3/s in a two stage channel, with the remaining approximate 5.5 m3/s flowing along the main Cannington Brook.' The pre-feasibility study suggests that the 1% AEP event flow in Cannington is 32.40 m3/s. NNB GenCo acknowledge the difference in flows and conclude that the new analysis is likely to be more appropriate.	89096-547-10934	/			As part of the sustainable drainage (SuDS) scheme for the proposed development, the rate of discharge of surface water from the site to the existing FRC is restricted to a greenfield run-off rate. In order to attenuate the surface water prior to its off-site discharge, a series of measures have been incorporated including a permeable (porous) free draining surface treatment for the car parking bays, carrier drains and a balancing pond. The balancing pond has been designed to accommodate a storm with a 1% annual exceedance probability (AEP) plus

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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 study does not clarify the baseline conditions for the operation of the existing flood relief channel and its ancillaries.	89408-547-15570	/			an allowance for climate change (Cannington Park and Ride FRA).
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	<p>2.3.1 The proposed park and ride facility remains on the same site as before on the north side of the A39 Cannington Southern Bypass. The layout has been altered to reduce the size from 381 spaces to 252 spaces.</p> <p>2.3.2 The site lies in area designated as Flood Zone 1, with an existing flood alleviation channel immediately adjacent to the site. The existing flood alleviation will be retained. EDF Energy propose to provide funding to the Environment Agency (the amount is unspecified and presumably to be agreed) to deliver an enhanced flood alleviation scheme. Upon completion of Hinkley Point C Station, EDF Energy proposes to restore the park and ride site to a green field site.</p>	89865-547-5904	/			

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Tractivity 214	Public	Stage 1	5. Please give reasons for your preference There are not so many houses affected by this route it will help alleviate flooding in the centre of Cannington and is the obvious route to take other than to have a complete by-pass from Express Park, Bridgwater which would be by far the better option	8918-552-1277	/			The Cannington Park and Ride site is currently greenfield agricultural land. It is a requirement of the planning process that the design of the development does not have a negative impact on the wider area and this was incorporated into the proposals prior to and following the Stage 2 consultation. Issues associated with flooding and additional drainage into the Cannington Brook were raised as specific concerns by consultees during the Stage 1 and Stage 2 consultations.
Tractivity 541	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 proposal to site commercial operations (freight handling and park & ride) so close to a small community like Cannington would be a major assault on our peaceful village way of life with noise, dust and light pollution resulting, and is therefore totally unacceptable. Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process. These operations should be sited on the outskirts of Bridgwater, away from residential areas.	9210-552-5245	/			The majority of the concerns raised in Stage 1 and Stage 2 consultation regarding the Cannington Park and Ride site were in relation to the impacts of the proposed development on the community at Cannington. Concerns such as noise, light and dust pollution are covered in Chapters 11, 12 and 22, Volume 2 of the Environmental Statement , which has been submitted with this application for development consent, while increased flood risk and surface water drainage are covered in the Cannington Park and Ride Flood Risk Assessment (FRA) , which has also been submitted with this application for development consent
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	-b- Quarry in fill - what access would be made? How could this affect us if the green by pass did not happen? Has anyone considered the effect on the water table and land drainage for the area? We have a septic tank whose soakaway could be affected. What associated works would there be?	9369-552-2284	/			One consultation comment at Stage 1 from a member of the public raised the possibility of waste from the Hinkley Point C (HPC) site being deposited in Cannington Quarry. This was proposed by EDF Energy at the time of the Stage 1 consultation but was discounted at the Stage 2 consultation and does not form part of the current proposal.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Cannington Park and Ride: The Cannington Brook discharges into the River Parrett via Stallingtons Clyce. Both the Environment Agency and the Somerset Drainage Board have a responsibility here as they operate parts of the structure. This structure may require improvements to allow it to function correctly.	89089-552-696			/	Concerns relating to the lack of detail on the surface water drainage were raised by consultees during the Stage 2 consultation and the documentation provided in the Stage 2 consultation material was considered insufficient by District Councils to comply with PPS25, which sets out the Government's policy in regard to developments and flood risk. EDF Energy has subsequently added drainage detail to the Cannington Park and Ride FRA , including a drainage strategy, microdrainage calculations and drainage drawings.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	CONDITION: There shall be no discharge of foul or contaminated drainage or trade effluent from the site into groundwater or any surface waters, whether direct or via soak ways. REASON: To prevent pollution of the water environment.	89090-552-5213	/			As part of a sustainable drainage scheme, EDF Energy will ensure that the rate of discharge of surface water from the site to the existing Flood Relief Channel (FRC) is restricted to a greenfield run-off rate. In order to attenuate the surface water prior to its off-site discharge, a series of measures have been incorporated including a permeable (porous) free draining surface treatment for the car parking bays,

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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	- As this is a greenfield site, a robust surface water strategy is essential. Surface water strategy for the development (including the approach to sustainable drainage) is very light on detail and not sufficient for PPS25 compliance. Detailed drainage designs are not included.	89408-552-15288	/			carrier drains and a balancing pond. The balancing pond has been designed to accommodate a storm with a 1% annual exceedance probability (AEP) plus an allowance for climate change (Cannington Park and Ride FRA). A small package treatment works is proposed on site to treat foul water prior to discharge via the surface water drainage network. Details of this are in the drainage strategy set out in the Cannington Park and Ride FRA .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- A number of design drawings for the proposed flood relief study are included in the report, but this does not include surface water drainage design.	89408-552-15840	/			

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Flood Risk CAN-B is predominantly within flood zone 1, although the very northern extremities of the site are within flood zone 2/3 of the Putnell Rhyne - this part of the site should be effectively discounted for built development. Surface water disposal and any potential flood risk or land drainage problems associated with the quarry pond adjacent need to be investigated as part of a FRA.	88830-550-7325	/			At the time of Stage 1 consultation, EDF Energy proposed two search areas, to the north and south of Cannington respectively, as potentially suitable sites for the provision of an accommodation campus, freight logistics facility for road freight and a park and ride facility for 900 car spaces. In addition, EDF Energy was had proposed two additional search locations within the village of Cannington for the provision of accommodation facilities. Following feedback from the Stage 1 consultation, EDF Energy decided not to pursue the provision of an accommodation campus or freight logistics facility at Cannington. On this basis, a number of site-specific concerns relating to the development of an accommodation campus and freight logistics facility have been addressed through the removal of these proposals from the two search areas to the north and south of Cannington.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Flood Risk This area falls wholly within flood zone 1, and are acceptable in principle subject to satisfactory FRA focusing on surface water disposal arrangements.	88830-550-9829			/	Additionally, this meant that the two search locations within the village of Cannington were no longer to be considered as part of the proposals.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	6.Cannington Central (CAN-D Search Area) -Flood Risk This area falls within flood zone 1, and is acceptable in principle subject to satisfactory FRA focusing on surface water disposal arrangements.	88830-550-10486	/			At the Stage 2 consultation, EDF Energy decided that its preferred site for the Park and Ride facility would be within the southern search areas between the A39 Cannington southern bypass and the village and that EDF Energy would therefore no longer be considering the northern area. On this basis, a number of site-specific flood risk concerns relating to the development of a Park and Ride facility in the northern search area have been addressed through its removal from the proposals.
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	development park and ride (surface water flows and rates)	88900-550-11926	/			The proposed Cannington Park and Ride site is currently greenfield agricultural land. It is a requirement of the planning process that the design of the development does not have a negative impact on the wider area and this has been incorporated into the proposals both prior to and following the Stage 2 consultation. Issues associated with flooding and additional drainage into the Cannington Brook were raised as specific concerns by consultees at Stage 1 and Stage 2. The majority of the concerns raised in Stage 1 and Stage 2 consultation regarding the Cannington Park and Ride site were in relation to the impacts of the proposed development on the community at Cannington. Impacts such as noise, light and dust pollution are covered in Chapters 11, 12 and 22, Volume 2 of the Environmental
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	concerned and potential risk of flooding	88900-550-11985	/			

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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	- Flood risk management for Cannington;	88340-550-1692	/			Statement , while increased flood risk and surface water drainage are covered in the Cannington Park and Ride Flood Risk Assessment (FRA) . At the time of the Stage 1 consultation EDF Energy had identified that the proposed development was located in an area at low risk of flooding; however, to confirm this situation and to understand the potential impact on the existing flood relief channel (FRC), detailed hydraulic modelling was carried out prior to and following the Stage 2 consultation. Previous studies and best practice guidance were used to inform the development of the model (Cannington Second Phase Modelling Report, which accompanies the Cannington Park and Ride FRA). As required by Planning Policy Statement 25, which sets out the Government's policy on flood risk and developments, the hydraulic modelling was carried out for key return periods, including extreme events. The results of the hydraulic modelling were provided to key consultees as part of the Stage 2 consultation. At the Stage 2 consultation EDF Energy proposed that the existing FRC would be realigned, along with an increase in capacity, to the southern boundary of the site and to provide a legacy benefit.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Hydrogeology, Hydrology, Drainage and Flood Risk It is noted that further studies are proposed in relation to Hydrogeology; Hydrology, Drainage & Flood Defence. The completion of a Flood Risk Assessment (approach to be agreed with the Environment Agency) is considered to be a priority study. Depending on the location and design, there is potential for the bypass to either exacerbate flood risk, or serve as a flood risk management structure with legacy benefit. An understanding of what is possible to secure enhancements to existing flood defences on the Parrett and for the village as a whole is also required, if the western option were to be considered the preferred route.	88340-550-2422	/			
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	Cannington is already prone to flooding and we find it difficult to get property insurance because of this. The hard standing referred to above equates to approximately 5 acres (the size of 5 football pitches). The water run off from such a large area will undoubtedly drastically increase the risk of flooding	8765-550-1909	/			During consultation concerns over the adequacy of the new FRC were raised. EDF Energy does not now propose to construct the new FRC as part of the application for Development Consent; however, EDF Energy will be providing funding to the Environment Agency for the construction of a new FRC.
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-550-4096	/			The DCO submission documents include an outline design that will require further detail prior to construction if the overall proposals are approved. During this detailed design process, reviews of the design flows and the capacity of the channels will be undertaken. Further details of the existing FRC are given in the Cannington Park and Ride FRA and the accompanying Cannington Second Phase Hydraulic Modelling report. The existing FRC is not subject to any direct operation, and Environment Agency works are limited to maintenance and clearance.
Tractivity 887	Public	Stage 2	7. Any other ideas or comments? How will this affect the flood risk to the village? Will it include measures to alleviate the flood risk?	9645-550-3551	/			Following further work on the workforce numbers after the Stage 2 consultation, EDF Energy concluded that it would only require a park and ride facility with parking for up to 132 employee spaces for their

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Tractivity 963	Public	Stage 2	Proposals for Combwich and Cannington strongly contested on grounds of flood risk, noise and light pollution, road safety, access for emergency vehicles and quality of life for residents.	9721-550-6964			/	workforce and 120 visitor spaces. This reduction in numbers meant that EDF Energy could amend the layout of the park and ride to relocate it further to the west so that it would avoid crossing the existing FRC, that would have been affected by the previous layout, thereby avoiding the need to either divert that FRC or channel it through culverts beneath the car park.
Tractivity 1042	Public	Stage 2	7. Any other ideas or comments? This will cause flood problems in Cannington	9800-550-3282	/			Concerns relating to the lack of detail on the surface water drainage were raised during the Stage 2 consultation by local authorities, and the documentation was considered inadequate to comply with PPS25. EDF Energy has subsequently added drainage detail to the Cannington Park and Ride FRA , including a drainage strategy, microdrainage calculations and drainage drawings.
Tractivity 1163	Public	Stage 2	7. Any other ideas or comments? I do not agree that the park and ride facility needs to be so big. The land and road near to the roundabout often floods this will prevent the cars from leaving the village. I hope that the drainage you put to counteract this will not make flooding elsewhere in the village worse.	9921-550-4190	/			As part of a sustainable drainage (SuDS) scheme, the rate of discharge of surface water from the Cannington Park and Ride site to the existing FRC is restricted to a greenfield run-off rate. In order to attenuate the surface water prior to its off-site discharge, a series of measures have been incorporated including a permeable (porous) free draining surface treatment for the car parking bays, carrier drains and a balancing pond. The balancing pond has been designed to accommodate a storm with a 1% annual exceedance probability (AEP) plus an allowance for climate change. A small package treatment works is proposed on site to treat foul water prior to discharge via the surface water drainage network. Details of this are in the drainage strategy set out in the Cannington Park and Ride FRA .
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.	8912-550-2184	/			
Tractivity 212	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We do not agree with agricultural land being used as an accommodation campus/freight/park & 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.	8917-550-2322	/			When EDF Energy has no further requirement for a park and ride facility at Cannington then EDF Energy will remove the buildings, hardstandings, roads, balancing pond and associated infrastructure, and undertake reinstatement works to enable the land to be returned to its former use.

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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.	8927-550-2312	/			
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. The park and ride should be linked to the East side bypass to prevent traffic coming through Cannington. The proposed site inside the existing Cannington bypass is flood plain and we are very concerned about the properties which are built along the boundary of your proposed site. This site would affect almost all the residents of Cannington who live between the existing bypass and the main road through the village. The East bypass would leave a flood barrier as a legacy to Cannington and create a permanent bypass for Cannington to be used by all Hinkley Point	9338-550-1275	/			
Tractivity 248	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 seems to be alot of benefit for EDF to build this power station with little thought for local residents having to live with the construction. I have no doubt that a ring road will not be constructed at Cannington and all traffic will come through the village. Are EDF going to help residents when our homes are flooded due to construction on essential flood plains? I doubt it.	8941-550-3971	/			
Tractivity 383	Public	Stage 1	5. Please give reasons for your preference Neither. A new road must be provided from close to M5 junction 23 to ther existing Hinkley Point access road. NB This may also provide additional flood defence capability.	9068-550-1246		/		

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Tractivity 433	Public	Stage 1	This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks and their outfall. When the quarry tried to pump out the water all of the local water courses were raised in	9353-550-9318	/			
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 severe risk of flooding and devaluation. These operations should be sited on the outskirts of Bridgwater, and away from residential areas.	9362-550-5535	/			
Tractivity 541	Public	Stage 1	Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process.	9210-550-5659	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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>	9366-550-3479	/			
Tractivity 612	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Want to know more about Cannington Brook with reference to flooding and what measures can be put into place to prevent this. Also how extra traffic is to be prevented going through Cannington.</p>	9276-550-948	/			
Tractivity 612	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>With the Cannington preferred site would want to know more about how this will affect Cannington Brook and any measures that can be put into place to prevent flooding.</p>	9276-550-2415	/			
Tractivity 612	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>EDF should ensure the local communities are well compensated for all of these works for Cannington they could provide the village with a flood bypass for Cannington Brook (especially as they will be adding to the problem) also traffic calming measures within the village, a new village hall and some investment on the local schools.</p>	9276-550-3700	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62304	Public	Stage 2	Regard the park-and-ride site there is a flood risk, and the current A39 southern Cannington by-pass will be compromised by the installation of a roundabout to allow access to this area. The traffic that will utilise this facility will add to the existing road issues on the A39. Like it or not, that stretch is the only bit left where a caravan, tractor or lorry can be overtaken with relative safety when driving toward Minehead. If drivers cannot overtake at that point, they will attempt to pass vehicles on the Nether Stowey by-pass instead, which is an even greater danger.	9993-550-2114	/			
Tractivity 62358	Public	Stage 2	<p>We believe that the impact of E.D.F. construction traffic on already congested roads around Cannington and district will result in more accidents and problems for all.</p> <p>We believe that the planned access to the park and ride from the existing Cannington bypass will result in disruption to the through flow of traffic and make access to the village more complicated.</p> <p>We believe that the increase in traffic will result in 'peak' traffic flows being virtually joined into one gridlock.</p> <p>We do not believe that E.D.F. has any regard for the country villages they will destroy.</p> <p>We believe that the building of Cannington park and ride will have a detrimental effect on the water table and could cause flooding.</p> <p>We believe the proper solution to these and other problems caused by this planning proposal is to construct a Bridgwater Northern Dedicated Route from Junction 23.M5 to Hinkley Point.</p>	10033-550-813	/			
Tractivity 62938	Public	Stage 2	. Flood risk from car park run-off into already challenged brook (with history of flooding in last 10 years).	10177-550-2973	/			
Tractivity 62938	Public	Stage 2	Flood risk from runoff – floods close A39 in winter anyway without your help.	10177-550-4710	/			
Cannington Parish Council	Statutory Consultee	Stage 2	Flooding Issues are of a high priority to the village. With more and more insurance companies refusing to cover TA5 postcode other than at a high premium, the council wishes to ensure that the village does not have any added problems to those already in existence. The Council would obviously require careful consideration being given to any proposals regarding flood relief or retention and disposal of run-off water.	10221-550-4770	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Cannington Park and Ride and Flood Alleviation scheme: - Master Plan: A design justification is required that details the reasoning behind the layout of the site, particularly the use and design of culverts. This is to ensure the most sustainable design has been selected for this proposal.	89069-550-5383	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Topic: Flood Alleviation Scheme (FAS) assessment Issue: The assessments of the FAS is too constrained Comment: The assessment of the Flood Alleviation Scheme should not be constrained to the areas around the development. As by diverting fluvial flood waters downstream will have an impact on the Cannington Brook outfalls into the River Parrett. There is a need for a catchment approach to be adopted when considering this FAS and how it impacts on flood storage downstream and existing tidal defences. Action: Catchment approach to assessment is required.	89084-550-1308	/			
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: Information on flood risk requested, including on flood risk management Update August 2010: Flood risk assessment included in the EnvApp, although concerns with the approach and findings of the FRA are set out at section 14 of this report.	89328-550-1940	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The conclusion from this review is that where one of the developments simply happened to be located in a Flood Zone 1, the report stated that the Sequential Test had been passed, as opposed to the site being specifically targeted to match a development's residual flood risk. There is no compelling evidence to conclude that flood risk vulnerability was matched to flood zone compatibility. Likewise, where the 'more vulnerable' accommodation development has been located in a higher flood risk zone, there is no evidence to conclude that other sites were considered but discounted for reasons of greater importance than residual flood risk.	89408-550-3044	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62911	Public	Stage 2 Update	This site has been reduced in size but it can still be classified as a flood risk. It is noted that the number of 'holding lakes' have been reduced from two to one lake. With excess run-off from the proposed western bypass together with the park and ride site, all water runs downhill to the brook, which after heavy rain is swollen with water running from the hills. This could possibly be a contributory factor to high flood waters putting properties adjoining the brook area at risk in the future.	89663-550-3738	/			
Tractivity 62915	Public	Stage 2 Update	b) flooding issues not addressed within this document	89666-550-1771	/			
14	Comments received under the EIR from the IPC	Stage 2	The park & ride facility, taking into consideration the huge size still proposed is of major concern for the nearby residents, as is the risk of flooding.	89803-550-812	/			
30	Comments received under the EIR from the IPC	Stage 2	Proposed Park and Ride This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site. The village suffers flooding problems on a regular basis and insurance companies have placed a blanket block on all (Editor's note: information redacted) residences because of this problem.	89819-550-1995	/			
34	Comments received under the EIR from the IPC	Stage 2	The park & ride facility, taking into consideration the huge size still proposed is of major concern for the nearby residents, as is the risk of flooding.	89823-550-870	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.3.3 The Indicative Layout Plan for the revised park and ride facility shows a surface water lagoon on the site and the site-specific Flood Risk Study undertaken for the previous layout describes how the increased volume and peak surface water runoff will be managed to prevent an increased risk of flooding in the area.	89865-550-6594			/	

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	- The retention of the flood alleviation channel and commitment to provide funding for the Environment Agency to deliver an enhanced flood alleviation scheme is welcomed and supported, as this responds to guidance in the Draft HPC SPD.	89893-550-1752			/	
40	Comments received under the EIR from the IPC	Stage 2 Update	b) flooding issues not addressed within this document	89909-550-1807	/			
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.	9211-575-2920				
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.	88820-420-2075				
Tractivity 63086	Public	M5 J24 and Bridgwater Highway Improvements	The village is also in a flood plain area and the proposed park and ride being on farmland higher than the village increases the threat of flooding.	90057-550-1365			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	CAN-A site offers the potential to implement a flood protection scheme for Cannington as part of the development This would leave a positive flood risk reduction legacy for existing residents (see our comments to chapter 6 approach to community benefits). We would strongly support such a scheme to be implemented. Groundwater Contaminated Land	88830-553-4609	/			Following further work on the employee numbers as result of holding the Stage 2 consultation, EDF Energy concluded that it would only require a park and ride facility with parking for up to 132 employee spaces and 120 visitor spaces. This reduction in numbers meant that EDF Energy could amend the layout of the park and ride and relocate it further to the west to avoid crossing the existing Flood Relief Channel (FRC) that would have been affected by the previous layout, thereby avoiding the need to either divert it or channel it through culverts beneath the car park.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Section 6.1.3 -There are opportunities to enhance the level of flood protection especially Williton and Cannington. These opportunities should be fully utilised as the potential community benefit is high.	88830-553-26170	/			During consultation, concerns over the adequacy of the new FRC were raised by the Environment Agency. Following further work on the workforce numbers after the Stage 2 consultation, EDF Energy concluded that it would only require a park and ride facility with parking for up to 132 employee spaces and 120 visitor spaces. This reduction in numbers meant that the site could be relocated further to the west, avoiding crossing of the existing FRC that would have been affected by the previous layout. This avoided the need to either divert the existing FRC or channel it through culverts beneath the car park.
Tractivity 887	Public	Stage 2	7. Any other ideas or comments? How will this affect the flood risk to the village? Will it include measures to alleviate the flood risk?	9645-553-3551	/			As a result of the change in scheme design at the Stage 2 Update consultation, the DCO application no longer proposes a FRC. Instead, the scheme has been designed so as not to prejudice the future implementation of the FRC by a third party (through the proposed temporary bridge construction and partly built channel). EDF is also proposing to support the EA to deliver the FRC, if they choose to do so in the future.
Tractivity 1248	Public	Stage 2 Update	It is a pity the flood relief channel associated with the Cannington Park and Ride is not now being constructed. This would have reduced the floodrisk to many Cannington properties from severe to moderate.	89514-553-1234			/	Further details are contained in the Cannington Park and Ride FRA . When EDF Energy has no further requirement for a park and ride facility at Cannington then it will remove the buildings, hardstandings, roads, balancing pond and associated infrastructure, and undertake reinstatement works to enable the land to be returned to its former use.
Tractivity 248	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 quiet village liable to flooding. Any further building on farmland or fields will jepardise local housing further. We will also not appreciate an influx of young single men causing noise at local pubs in the evenings. LEAVE CANNINGTON ALONE. THERE ARE PLENTY OF SITES AVAILABLE OUTSIDE THE VILLAGE.	8941-553-3064			/	
Tractivity 248	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?	8941-553-	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			There seems to be alot of benefit for EDF to build this power station with litthe thought for local residents having to live with the construction. I have no doubt that a ring road will not be constructed at Cannington and all traffic will come through the village. Are EDF going to help residents when our homes are flooded due to construction on essential flood plains? I doubt it.	3971				
Tractivity 612	Public	Stage 1	4. Any other ideas or comments? Want to know more about Cannington Brook with reference to flooding and what measures can be put into place to prevent this. Also how extra traffic is to be prevented going through Cannington.	9276-553-948	/			
Tractivity 612	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? EDF should ensure the local communities are well compensated for all of these works for Cannington they could provide the village with a flood bypass for Cannington Brook (especially as they will be adding to the problem) also traffic calming measures within the village, a new village hall and some investment on the local schools.	9276-553-3700	/			
Tractivity 62568	Public	Stage 2	Children enjoy playing in the brook and surrounding gardens in the summertime and very careful consideration should be given to any proposals for flood relief and retention of run-off water and pollutants to ensure that this habitat is safe for the future.	10120-553-2537	/			
Tractivity 62631	Public	Stage 2	Another case of a greenfield site being industrialised, there are serious flooding issues with this site that would have to be overcome.	10175-553-6787	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The study fails to confirm residual flood risk downstream of the development and the required diversion of the flood relief channel.	89408-553-15702	/			
Sedgemoor District Council and	Dual - local authority and consultee	Stage 2	- The study should confirm the level of flood risk protection for the diverted flood relief channel and the subsequently detail for the exceedance event.	89408-553-	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
West Somerset Council Joint Council Response	with an interest in land (Sedgemoor)			15994				
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	A Park & Ride facility in Cannington is simply encouraging traffic to travel through Bridgwater and along the over subscribed A39 and is quite inappropriate in its siting close to residential properties. The supposed benefit of flood relief is already planned by the Environment Agency and, in any case, would not need to be as substantial without the construction of the Park & Ride and the bypass.	89689-553-7560	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Developer Contribution It is noted that EDF proposes to provide funding to the Environment Agency for them to deliver and enhanced Cannington Alleviation Scheme (FAS) - we welcome the intentions of EDF to provide this scheme. We believe that to be the most effective proposals for any contributions should be managed strategically. Thus we would expect discussions on this topic to coordinated by the relevant local authorities in line with their duties.	89711-553-5209			/	
Cannington Parish Council	statutory consultee	Stage 2 Update	6.2 The Council welcomes the proposals to provide funding to the Environment Agency for them to deliver an enhanced flood alleviation scheme, as flooding is of serious concern to many residents.	89748-553-3296			/	
30	Comments received under the EIR from the IPC	Stage 2	(Editor's note: information redacted) when it is not in flood is a lovely asset to the village. It is a haven for wildlife with otters, water voles, Little Egrets and Kingfishers as well as the normal livestock such as fish and frogs etc. Children enjoy playing in the brook and surrounding gardens in the summertime and very careful consideration should be given to any proposals for flood relief and retention of run-off water and pollutants to ensure that this habitat is safe for the future. (Editor's note: see pdf provided separately. Not entered into database - six photographs)	89819-553-2374	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in	Stage 2 Update	EDF Energy proposes to provide funding to the Environment Agency to enhance the existing flood alleviation measures in the vicinity of the proposed Cannington Park and Ride Facility. EDF should keep the County Council informed of the proposed enhancements, and provide design details when these are available, so that the register of flood risk management structures and features that is required to be kept by the Lead Local Flood Authority under the Flood and Water Management Act 2010 can be kept up	89864-553-2705			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
	land		to date.					
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-keep the County Council informed of the proposed enhancements to the flood alleviation scheme at Cannington and provide design details when these are available, so that the register of flood risk management structures and features can be kept up to date;	89865-553-16276			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	4. Cannington North West (Can B search area) -Flood Risk CAN-B is predominantly within flood zone 1, although the very northern extremities of the site are within flood zone 2/3 of the Putnell Rhyne - this part of the site should be effectively discounted for built development. Surface water disposal and any potential flood risk or land drainage problems associated with the quarry pond adjacent need to be investigated as part of a FRA. We have tidal modelling which can be made available (2006) but no detailed fluvial modelling.	88830-548-7278	/			At the time of the Stage 1 consultation, EDF Energy proposed two search areas, to the north and south of Cannington respectively, as potentially suitable sites for the provision of an accommodation campus, freight logistics facility for road freight and a park and ride facility for 900 car spaces. At the Stage 2 consultation, EDF Energy decided that its preferred site for the park and ride facility would be within the southern search areas between the A39 Cannington southern bypass and the village and that EDF Energy would therefore no longer be considering the northern area. On this basis, a number of site-specific flood risk concerns relating to the development of a park and ride facility in the northern search area have been addressed through its removal from the proposals.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The hydraulic model for the Cannington developments has not been provided. This evidence should have been provided for our review to ensure that the flow and flood level is appropriate.	89096-548-11829	/			At Stage 1, it was identified that the proposed development in the southern search area was located in an area at low risk of flooding; however to confirm this situation and to understand the potential impact of the existing flood relief channel, detailed hydraulic modelling was carried out prior to and following the Stage 2 consultation (see the Cannington Park and Ride Flood Risk Assessment (FRA)). As required by, which sets out the Government's policy in respect of developments and flood risks, Planning Policy Statement 25, the hydraulics modelling was carried out for key return periods including extreme events. These key return events were agreed in advance with the Environment Agency as part of the scoping process for a Cannington modelling report. The results of the hydraulics modelling were provided to relevant statutory consultees as part of the Stage 2 consultation. Subsequent to the Stage 2 consultation process, revised versions of the Cannington Park and Ride FRA and Cannington second phase modelling report have been provided to the Environment Agency and other key stakeholders.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Confirmation is required of the agreement with the relevant agencies on how storm event combinations have been determined.	89408-548-15160	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Topic: Flood Alleviation Scheme (FAS) maintenance Issue: It is unclear who will operate and maintain the FAS Comment: The operation and maintenance of the upgraded Flood Alleviation Scheme will need to be confirmed within the FRA.	89084-1753-1877	/			At the Stage 2 consultation, EDF Energy proposed that the existing Flood Relief Channel (FRC) be realigned and increased in capacity to the southern boundary of the Cannington Park and Ride site which would provide a legacy benefit. At the Stage 1 and Stage 2 consultations, concerns over the adequacy of the new FRC channel were raised by the Environment Agency (EA), with regards to its operation and maintenance.
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	EDF Energy proposes to provide funding to the Environment Agency to enhance the existing flood alleviation measures in the vicinity of the proposed Cannington Park and Ride Facility. EDF should keep the County Council informed of the proposed enhancements, and provide design details when these are available, so that the register of flood risk management structures and features that is required to be kept by the Lead Local Flood Authority under the Flood and Water Management Act 2010 can be kept up to date.	89864-1753-2705			/	<p>Following further work on the workforce numbers after the Stage 2 consultation, EDF Energy concluded that it would only require a park and ride facility with parking for up to 132 employee spaces and 120 visitor spaces. This reduction in numbers meant that the site could be relocated further to the west, avoiding crossing of the existing FRC that would have been affected by the previous layout. This avoided the need to either divert the existing FRC or channel it through culverts beneath the car park.</p> <p>As a result of the change in scheme design at the Stage 2 Update consultation, the DCO application no longer proposes a FRC. Instead, the scheme has been designed so as not to prejudice the future implementation of the FRC by a third party (through the proposed temporary bridge construction and partly built channel). EDF is also proposing to support the EA to deliver the FRC, if they choose to do so in the future.</p>

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	This area is close to a licensed groundwater abstraction at Rodway Farm. This abstraction is licensed for domestic usage. Special measures will be required to prevent contamination of the groundwater in this area. We will need further details of at the earliest possible opportunity.	88830-493-9493	/			At Stage 1, two sites in and around Cannington were put forward for the potential location of the proposed park and ride facility. The location was finalised at Stage 2 as being to the south-west of Cannington, adjacent to the A39. At Stage 2 the Environmental Appraisal presented desk-based information on the baseline conditions for the selected development site. This included the review of an environmental information report as well as aquifer maps and other information available via the Environment Agency website. Based on this information the final location of the proposed park and ride facility at Cannington does not lie within 500m of the licensed groundwater abstraction at Rodway Farm, the walled garden or any other public groundwater abstraction point and is not located within a Source Protection Zone.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Ground Water and Contaminated Land This proposed location is next to a walled garden, used by Bridgwater College. The site has a licensed groundwater abstraction that is a sensitive receptor. We would require further details highlighting measures to protect this abstraction point.	88830-493-10199	/			At Stage 2, intrusive investigations had not been undertaken at the proposed development site. Investigations have since been undertaken on behalf of EDF Energy in October 2010 and included the characterisation of ground conditions and the collection and analysis of groundwater samples to provide information relating to groundwater quality. Chapter 12 of Volume 6 of the Environmental Statement (ES) provides a full overview of the desk-based assessments, intrusive investigation reports and presents the subsequent risk assessments which were undertaken following the completion of the intrusive investigations. Further details are provided in the factual intrusive investigation reports provided as appendices to the ES .
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Groundwater and Contaminated Land The borehole mentioned above is also close to CAN-D. See comments above.	88830-493-10689	/			As described in the baseline conditions presented in the Environmental Appraisal, the site is underlain by Mercia Mudstone Group (MMG), which is classified as a Secondary B Aquifer. The lower parts of this aquifer may be in continuity with the underlying Otter Sandstone which is classed as a Principal Aquifer. The subsequent intrusive investigations found MMG deposits to extend to the maximum depth of excavation (10.0m below ground level), and a BGS borehole located 100m to the west (Borehole Ref. ST23/NE/17) of the proposed development site reported the MMG to be present between 2.7m and 25.6m below ground level.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The site is underlain by Mercia Mudstone; this is a Secondary B Aquifer. The strata may be in hydraulic continuity with the underlying Otter Sandstone which is classified as a Principal Aquifer. However, more typically the Mercia Mudstone has low water bearing potential is considered an aquitard.	89376-493-231			/	The MMG typically has low water bearing potential and is considered to be an aquitard. Therefore
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There appear to be text missing from paragraph 4.2.28 however from what is printed it suggests that the site located within in a Source Protection Zone (SPZ) (Total Catchment). While evidence of this could not be confirmed on the Environment Agency (EA) website, further clarification of this is requested.	89376-493-643	/			

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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 actual information on groundwater quality is provided in the assessment.	89376-493-953	/			following the review of additional information, the MMG deposits present beneath the proposed development site are not considered likely to be in connectivity with the underlying Otter Sandstone. Due to this, and the absence of licensed groundwater abstractions within 500m of the proposed development site, groundwater value and sensitivity has been assessed as very low. Further details on the evaluation of the value and sensitivity of site groundwater are presented Chapter 12 of Volume 6 of the ES
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Groundwater sensitivity is considered to be very low. This is despite a possible connection to the Otter Sandstone principle aquifer.	89376-493-1032			/	

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Tractivity 62340	Public	Stage 2	6. Finally I would add that I would appreciate your assurance that your Ground Water testing has established that the water quality and quantity in the well in my garden is not going to be affected by your works.	10020-501-4388		/		Information on private water abstractions has been obtained from the Local Authority; however, no record of the well identified by a member of the public has been identified. No specific information relating to the well can therefore be provided. However, the Geology, Land Contamination and Groundwater Chapter (Chapter 12 of Volume 6) of the Environmental Statement (ES) provides an assessment of potential impacts to groundwater resources in the area surrounding the proposed Cannington Park and Ride facility and no significant impacts to groundwater have been identified

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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	Cumulative effects of development with those from other elements of associated development on groundwater are not addressed in this section of the EnvApp.	89376-496-3979	/			Following intrusive investigations, the assessment was undertaken of the potential impacts associated with groundwater resources during the construction, operation and removal/reinstatement of the proposed development site. This is presented in Chapter 12 of Volume 6 of the Environmental Statement (ES) . This chapter also considers the potential for cumulative effects to occur on groundwater resources and includes information on the methodology for assessing cumulative impacts. Further details of the overarching methodology for assessing cumulative impacts as part of the Environmental Impact Assessment (EIA) are presented in Volume 1 Chapter 7 of the ES. Volume 11 of the ES provides an assessment of cumulative impacts to groundwater quality arising from the overall Hinkley Point C (HPC) Project and the HPC Project with other developments within the area.

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Ground Water and Contaminated Land This proposed location is next to a walled garden, used by Bridgwater College. The site has a licensed groundwater abstraction that is a sensitive receptor. We would require further details highlighting measures to protect this abstraction point.	88830-495-10199	/			<p>At Stage 1, two sites in and around Cannington were put forward as the potential location of the proposed park and ride facility. The location was finalised at Stage 2 as being to the south-west of Cannington, adjacent to the A39. Yeo Valley Farm (Cannington Creamery) is located approximately 550m to the south-west of the proposed development site, and the anticipated shallow groundwater flow direction is to the north-east. Therefore it is not anticipated that the proposed development would impact upon groundwater quality for the Yeo Valley Farm abstractions.</p> <p>The baseline conditions in the Stage 2 Environmental Appraisal identified the site as being underlain by MMG, which is classified as a Secondary B Aquifer, and the lower deposits of which may be in continuity with the underlying Otter Sandstone which is classed as a Principal Aquifer. Subsequent to Stage 2 the intrusive investigations found MMG deposits to extend to the maximum depth of excavation (10.0m below ground level), and a BGS borehole located 100m to the west (Borehole Ref. ST23/NE/17) of the proposed development site reported the MMG to be present between 2.7m to 25.6m below ground level. The MMG typically has low water bearing potential and is generally considered to be an aquitard. The MMG deposits present beneath the proposed development site are not considered likely to be in connectivity with the underlying Otter Sandstone.</p> <p>The works to be undertaken at the proposed development site would be of shallow depth (i.e. predominantly within superficial deposits, and no more than approximately one metre into the underlying MMG deposits. As such no significant changes to the hydraulic properties of the underlying MMG have been identified. Due to the above, and the absence of licensed groundwater abstractions within 500m of the proposed development site, groundwater value and sensitivity is assessed as very low. The significance of construction, operational and removal/reinstatement phase impacts to groundwater resources were therefore determined on the basis of very low groundwater value and sensitivity.</p> <p>Details of the evaluation of the value and sensitivity of groundwater resources are presented in Chapter 12 of Volume 6 of the ES.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Potential construction phase impacts identified within the EnvApp are listed below:</p> <ul style="list-style-type: none"> Stripping of topsoil leading to increased groundwater recharge - Negligible Adverse; Leaching of pre-existing contaminants from the ground - Negligible Adverse; Discharge of contaminants from mechanised plant - Negligible Adverse Excavations affecting groundwater levels - Negligible Adverse. <p>The significance assigned to these impacts does not take into account the reported potential link between the Mercia Mudstone and the underlying Otter sandstone. Potentially impacting upon a principle aquifer rather than a secondary aquifer would increase the significance of the impact and clarification is sought on this issue.</p>	89376-495-1605	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Potential operational phase impacts are listed below:</p> <ul style="list-style-type: none"> Impact of site drainage - Negligible Adverse; Reduction in recharge due to increased hardstanding - Negligible Adverse. <p>The assessment of the impact of loss of recharge is considered appropriate in this case.</p> <p>The significance assigned to the impact from site drainage assumes some mitigation has been implemented (hydrocarbon separators and sediment traps) but does not consider the potential link to underlying Otter Sandstone.</p>	89376-495-2338	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Potential removal/reinstatement phase impacts are listed below:</p> <ul style="list-style-type: none"> Removal of surface and drainage systems and soil placement - Neutral; Leached contaminated material - Negligible Adverse; Accidental discharges - Negligible Adverse. <p>The significance assigned to the leached material is appropriate as it is likely that all potentially damaging material is removed during construction.</p> <p>The significance of the other impacts may be underestimated as they ignore a potential link to the Otter Sandstone Principal Aquifer.</p>	89376-495-2840	/			

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	<p>Potential operational phase impacts are considered to be fairly assessed as negligible. The significance assigned to the impact from site drainage assumes some site mitigation (hydrocarbon separators and sediment traps) and ignores the potential link to underlying Otter Sandstone.</p> <p>Impacts from site restoration are generally considered negligible, which is considered appropriate.</p>	89427-495-463	/			

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 assessment methodology provided within Section 4.8 is incomplete as it only provides tables that describe 'sensitivity of receptor' and 'magnitude of effect'. It is assumed that the combination of sensitivity and magnitude required to inform an assessment of impact significance is informed through use of Table 5.4.4 in Volume 1 of the EnvApp, although this is not explicitly stated.	89376-494-1191	/			<p>The impact assessment provided in the Stage 2 Environmental Appraisal, was undertaken in accordance with the methodology outlined in Volume 1 of the Environmental Appraisal.</p> <p>The methodology and impact assessment matrix have been further developed with details presented in Chapter 7 of Volume 1 of the Environmental Statement (ES). Chapter 12 of Volume 6 of the ES presents the topic specific magnitude, value and sensitivity and site-specific criteria which have been reviewed and revised in line with topic specific requirements.</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Cannington Creamery is very close to this development zone. Cannington Creamery have two very important licensed groundwater abstractions in this area, these abstractions must be protected from any contamination that may be caused by historic contamination, construction operations or by contaminated runoff from the finished development, particularly from roadways, set down areas, storage areas or parking areas. Special measures will be required to protect groundwater quality at this location. These measures should be disclosed as early on into the process as possible.	88830-497-4958	/			The proposed site location was finalised at Stage 2 and is located approximately 550m to the south-west of the Yeo Valley Farm (Cannington Creamery). The anticipated shallow groundwater flow direction is to the north-east and it is not anticipated that the proposed development would impact upon groundwater quality for the Yeo Valley Farm abstractions. As such no formal/specific mitigation measures are considered to be necessary to protect groundwater resources at the Yeo Valley Farm site.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation during construction, operation and reinstatement of the site, is generally described as not required beyond standard, good practice working. While standard good practice working is considered appropriate, the effectiveness of such measures, particularly in the context of potential spillage of harmful substances, should be considered.	89376-497-3401	/			At Stage 2 the adoption of standard good practices and control measures were presented as mitigation subsequent to the impact assessment. In the EIA, the adherence to legislative requirements and adoption of standard good practices has been assumed as part of the pre-mitigation impact assessment and would be adopted as part of the development design and are not considered as specific formal mitigation. Chapter 12 of Volume 6 of the Environmental Statement (ES) identifies examples of standard good practice measures and design features (such as hydrocarbon separators and sediment traps) which would be implemented at the proposed development site to limit the potential for impact to groundwater resources to occur, inclusive of the management of spillages and leakages of potentially contaminating materials. Further details of the drainage strategy are presented the Chapter 13 of Volume 6 of the ES . Given the adoption of these measures no significant impacts associated with groundwater have been identified during the construction, operation and removal/reinstatement phases of the proposed development and therefore no specific formal additional mitigation is considered to be necessary.
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 above good site management and the adoption of an Environmental Management and Monitoring Plan (EMMP) is described.	89427-497-849			/	

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	No specific commitment to monitoring is provided. It is expected that this will be addressed within the EMMP.	89376-498-4160		/		<p>In accordance with standard good practice, Environmental Management and Monitoring Plans (EMMPs) have been developed for implementation during the construction, operational and removal/reinstatement phases of the proposed development. The EMMPs detail the potential environmental impacts and mitigation measures to be implemented and the associated monitoring requirements.</p> <p>The actions outlined within the EMMPs will minimise the potential for adverse impact to occur to groundwater resources. Analysis of groundwater does not the presence of a significant source of contamination at the proposed development site and the potential impacts have been assessed to be of negligible to minor adverse significance. Therefore no need for ongoing groundwater monitoring has been identified.</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62366	Public	Stage 2	If he does, he will find that this charming village retains its Norman pattern of housing and has a magnificent Norman Abbey Church and a number of other historical and cultural assets.	10040-529-680			/	A desk-based assessment (DBA), non-intrusive surveys and intrusive site investigations have been undertaken to collect site-specific data and establish a robust baseline with respect to the historic environment for the proposed Cannington park and ride facility.
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 considered that reference to these sources is essential to attain a sufficient understanding of baseline conditions.	89377-529-13004			/	The DBA sourced data from the Somerset Historic Environment Record (HER) and the National Monuments Record (NMR), and included a review of historic maps and information on previous surveys. A detailed geophysical survey was also undertaken across the site to identify potential archaeological features.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consultee comments are as expected, however the EnvApp does not provide details of these discussions, the nature of comments received from the consultees or whether these comments have been clearly addressed.	89377-529-13660	/			Targeted archaeological trial trenching was undertaken to characterise the nature, date and extent of the archaeological resource. Chapter 16 of Volume 6 of the Environmental Statement (ES) provides an overview of the results of the non-intrusive and intrusive surveys and figures showing historic environment assets and features. Full details are provided in the supporting reports, including geophysical survey data and trial trenching results. A fully referenced list of all information sources used to establish the baseline is provided in the Chapter and copies of the supporting reports are provided as Appendices to Chapter 16 of Volume 6 of the ES .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp should reference IfA and EH guidance clearly in the text. The bibliography does not refer to any EH guidance and includes reference to three IfA documents relating to archaeological evaluation, excavation and recording of historic buildings. Reference to other relevant documents should be referenced, including but not limited to, IfA guidance on desk based assessment and geophysical survey.	89377-529-15381	/			The Chapter also provides details of all legislation, planning policy and guidance referenced in the assessment. The Chapter 16 of Volume 6 of the ES provides details of the Historic Landscape Character (HLC) designations on the Cannington park and ride facility and describes the historic landscape of the wider study area. Chapter 16 of Volume 6 of the ES includes a definition of the term "setting" and summarises the current baseline settings of designated assets within the wider study area including Cynwit Castle (Cannington Camp) scheduled monument and Cannington Conservation Area.

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	Archaeology and Cultural Heritage Search Areas CAN-C and CAN-D are both located in a designated Area of High Archaeological Potential. Policy HE9 advises that an assessment of the nature, character and importance of the site will be sought prior to the determination of any planning application.	88390-537-50			/	<p>Following completion of Stage 1 consultation on the Hinkley Point C proposals, formal consultation was undertaken with English Heritage to discuss the scope of assessment of potential impacts on the settings of designated heritage assets beyond the proposed development site boundary.</p> <p>Potential impacts on the Cannington Conservation Area were discussed with English Heritage, Somerset County Council's Historic Environment Service (SCC HES) and Sedgemoor District Council's conservation officer in Bristol in March 2010. It was agreed that the proposed development will not have an impact on the "sensitive views" identified in the Cannington Conservation Area Appraisal prepared by Sedgemoor District Council.</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
English Heritage	Statutory Consultee	Stage 1	The cumulative impact of the different forms of off-site development in Cannington will in our view have a significant and potentially detrimental impact on the character of this settlement and in particular upon the character and appearance of the conservation area and its numerous historic individual and groups of buildings. We would ask that the strategy for the off-site development in Cannington is reassessed with the benefit of the historic assets clearly considered as part of this strategy.	88850-532-9756a	/			Following Stage 2 consultation, potential cumulative impacts on the historic assets in Cannington are discussed within Volume 11 of the Environmental Statement . Combined impacts (such as noise, air quality, increased traffic) on the settings of designated heritage assets are considered in Chapter 16 of Volume 6 of the ES .
English Heritage	Statutory Consultee	Stage 1	We would in particular wish for a clear and robust evaluation of the contribution that the water meadows to the south of the village play in contributing toward the character and historic value of this settlement.	88850-532-9756b	/			
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 no discussion of cumulative impacts provided within Section 4.12 of Volume 3 to the EnvApp	89377-532-21050	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
English Heritage	Statutory Consultee	Stage 1	For example there are a number of listed buildings and a conservation area in Cannington.	88850-531-8090			/	Baseline assessment, comprising geophysical survey and trial trenching, have confirmed that there are no buried archaeological remains on the site. Therefore, there will be no impact. Potential impacts on the Cannington Conservation Area and designated heritage assets beyond the site boundary, including Cynwit Castle (Cannington Camp) scheduled monument, have been assessed within Chapter 16 of Volume 6 of the Environmental Statement.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The search area is located within the setting of two Scheduled Monuments, an Iron Age/Roman British Settlement and an Iron Age hillfort, Cynwit Castle, which is also known as Cannington Camp. Policy HE11 advises that planning permission will not be granted for development that would damage or destroy these sites or their settings unless the importance of the proposed development outweighs the national significance of the remains;	88370-531-1947			/	
English Heritage	Statutory Consultee	Stage 2	The stripping of top soil and levelling is a concern in terms of all the proposed Park and Ride sites as we understand that they will be subject to the same surface treatment as the main site thus destroying any archaeology present on these sites. This is especially an issue at Williton and Cannington that are for temporary park and ride facilities. We are also concerned that not enough consideration has been given to the settings of the Conservation Area in Cannington and the scheduled monuments at Williton. Views and setting issues also need to be considered carefully in the context of the tax exemption land at (Editor's note: missing word in pdf)	10190-531-14249	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In the absence of the completed assessment of the residual effects on the historic landscape it is considered that it would be necessary to update the assessment once proposals have been finalised.	89377-531-14222	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	While the initial assessment of residual effects appears reasonable based on available data, this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed. No mention is made of Cannington Conservation Area, and potential setting impacts upon it.	89377-531-17349	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Furthermore, since the EnvApp states that the results of the trial trenching have not yet been discussed with Somerset Historic Environment Service, the predicted impact should be revised, if necessary, following those discussions.	89377-531-17635	/			

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 initial assessment of residual effects appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed. No mention is made of Cannington Conservation Area, and potential setting impacts upon it.	89377-531-18622	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In order for an accurate assessment of impacts to be made and to ensure that the proposed mitigation measures are appropriate, the assessment should be conducted once design and mitigation measures are both developed. Mitigation would also need to be developed to ensure that any unexpected archaeological remains encountered during construction would be appropriately managed.	89377-531-19736				
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Impacts upon Historic Landscape Character and setting of off-site heritage assets in general have not been completed due to ongoing landscape mitigation design, and therefore the effects described in the EnvApp may not be an accurate assessment of the impacts of the scheme.	89425-531-12161	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
English Heritage	Statutory Consultee	Stage 1	The cumulative impact of the different forms of off-site development in Cannington will in our view have a significant and potentially detrimental impact on the character of this settlement and in particular upon the character and appearance of the conservation area and its numerous historic individual and groups of buildings. We would ask that the strategy for the off-site development in Cannington is reassessed with the benefit of the historic assets clearly considered as part of this strategy.	88850-530-9756a			/	The scope and methodology for baseline studies and impact assessment were agreed with Somerset County Council's Historic Environment Service (SCC HES) and English Heritage. A staged process of desk-based assessment, followed by geophysical survey and trial trenching, was undertaken to determine the nature, date and extent of surviving archaeological remains on the Hinkley Point C site.
English Heritage	Statutory Consultee	Stage 1	We would in particular wish for a clear and robust evaluation of the contribution that the water meadows to the south of the village play in contributing toward the character and historic value of this settlement.	88850-530-9756b	/			All work was carried out in accordance with published standards and guidance. In the absence of standards or guidance published by the IfA or EH specifically relating to Environmental Impact Assessment (EIAs) for the historic environment, guidance on assessing the effects of roads schemes on heritage has been adapted for the Chapter 16 of Volume 6 of the ES .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	the lack of assessment of impacts upon Historic Landscape Character (HLC), and the fact that the impact upon setting of heritage features has not been completed, is a significant omission, and must be addressed.	89377-530-12472	/			Following West Somerset and Sedgemoor District councils' response to the Stage 2 submission, the methodology was clarified and the difference between "value" and "sensitivity" was clearly defined. The methodology applied to assess potential impacts on the settings of designated assets beyond the proposed development site boundary was carried out in accordance with English Heritage's Draft Guidance on the Assessment of Settings issued for consultation in July 2010.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	While the adaptation of the DMRB approach is described, the reasons and justification for this are not addressed within the chapter.	89377-530-16047a	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Furthermore, the particular effect of this deviation on the results of the overall assessment should also be illustrated. For instance, the DMRB 'very high' categorisation of importance is not used, placing Scheduled Monuments and Grade I and II* Listed Buildings in the highest category, rather than second tier according to DMRB (the first tier being reserved for sites of international importance); this may lead to a difference in the reporting of impacts, both adverse and beneficial, compared to DMRB in its original form.	89377-530-16047b		/		

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	Table 4.12.1 shows the criteria used to determine 'importance', not 'sensitivity, as stated in the title (sensitivity of an asset is based on professional judgement).	89377-530-16710	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The initial assessment of residual effects appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed. No mention is made of Cannington Conservation Area, and potential setting impacts upon it.	89377-530-18178	/			
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 considered that this level of investigation is sufficient to assess the impacts upon on-site buried heritage assets, although the results of the trial trenching have not been discussed with Somerset Historic Environment Service. The investigations indicate that the P&R would not impact upon buried archaeological remains. However a large Bronze Age pottery shard was found during the trial trenching and for this reason the EnvApp proposes a watching brief during construction in case unexpected buried remains are present. This is an appropriate response.	89427-530-4848a			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Cynwit Castle is the only Scheduled Monument discussed by the assessment, and this is considered to experience no impact. 7 Listed Buildings are assessed in the EnvApp, however only the Grade I Listed St Mary's Church is considered to experience an impact upon its setting (minor adverse). Cannington Conservation Area is referred to in the assessment, but is not considered as a heritage receptor in its own right.	89427-530-4848b	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Impacts upon Historic Landscape Character and setting of off-site heritage assets in general have not been completed due to ongoing landscape mitigation design, and therefore the effects described in the EnvApp may not be an accurate assessment of the impacts of the scheme.	89427-530-5835	/			

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	- Proposals for the layout and design of development in the Search Area are required to demonstrate how the setting of Cannington Conservation Area would be protected or enhanced; and how the amenity and biodiversity value of Cannington Brook and the green wedge would be safeguarded;	88360-533-1533	/			Following Stage 1 Consultation, the proposed development was completely redesigned with the accommodation aspects of the development removed and the park and ride reduced in size. Consequently, potential impacts to the settings of off-site designated heritage assets, including Cannington Conservation Area, are considered to be no greater than minor adverse significance. No further mitigation is therefore proposed.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Proposals for the layout and design of development in the Search Area are required to demonstrate how the setting of the Scheduled Monuments would be protected or enhanced.	88370-533-5027	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Mitigation is required as set out in Environmental Appraisal, V3, C4, point 4.12.63.	89239-533-3995	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	The impacts upon Historic Environment as a result of works at the main site have largely therefore been addressed through those suggested measures. However, the Council will wish to see a commensurate series of conditions and obligations in relation to the Development Consent Order (DCO) application, and ensure the associated development sites are appropriately regulated and mitigated in a comparable manner. The Council wishes to reinforce the following points made in its response at Stage 2:	89857-533-1622a			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-Cannington Park and Ride and Combwich Wharf - although we note the changes proposed at these facilities, mitigation is required as originally set out in the Environmental Appraisal;	89857-533-1622b		/		

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	Once agreed, all mitigation should be monitored by Somerset Historic Environment Service, and English Heritage as appropriate, to ensure that the stated aims of the mitigation are being achieved, and if they are not, to enable the mitigation to be adapted in the field so as to resolve any inadequacies that are identified.	89377-534-21175			/	As no specific mitigation is proposed for impacts to historic environment assets there will be no requirement for monitoring.

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Quantock Hills AONB Service	Statutory Consultee	Stage 1	<p>Baseline Environment: Again, reference is made here to the Quantock Hills AONB being further away than is actually the case. The text refers to the AONB as 10km away - the AONB is considerably closer, particularly in relation to the Cannington South site. Also, the baseline information does not take account of views to the sites from the AONB. The text states that medium and long distance views to the site are 'very limited'. Given the proximity of the AONB and its prominent physical landform, Cannington can clearly be seen from many areas of the nationally protected landscape.</p> <p>Key Potential Issues: Given proximity to the Quantock Hills AONB, reference should be made to potential impacts on visual amenity and views from the AONB.</p>	8734-520-7145	/			<p>The Landscape and Visual Impact Assessment (LVIA), and supporting studies and surveys, for Cannington Park and ride conducted at all phases of the proposed development. This was done in accordance with the principles set out by the Landscape Institute (LI) and Institute of Environmental Management Assessment (IEMA). These principles are in the Guidelines for LVIA (GLVIA) and guidance on Landscape Character Assessment from the Countryside Agency (now Natural England) and Scottish Natural Heritage. As part of the refinement of the landscape and visual assessment process, extra viewpoints were added where necessary to reflect additional visual receptors.</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	<p>Vol.3 table 4.11.3, Landscape character, local assessment. The assessment is broadly acceptable other than significant points raised above. The overall impact is assessed as low which conflicts with Para 4.11.44, which recognises that in general the capacity of the landscape to absorb development, is low and the development is incompatible with the surrounding landscape and the village.</p> <p>- The visual assessments are broadly acceptable other than the significant points raised above.</p>	89248-520-3172	/			<p>Following field surveys the study area for the LVIA was reduced to a 5km radius. During the baseline assessment, all landscape designations, relevant landscape features, and character areas within the study area were identified to understand more fully the landscape receptors that could be affected.</p> <p>In response to comments from consultees the relationship between the Quantock Hills Area of Outstanding Natural Beauty (AONB) and the site was further examined. The Quantocks Hills AONB has been included within the LVIA as a landscape character area and site survey work established that the closest part of the Quantocks Hills AONB is screened visually by the high ground of Woodcock Downs. A Zone of Theoretical Visibility assessment was used to identify which parts of the Quantock Hills AONB might have views of the proposed development, and then a field survey was carried out to find a viewpoint that gave that a representative view of the proposed development site from the Quantock Hills AONB. The impact of the proposal on this viewpoint was then assessed at day and at night.</p> <p>As part of the refinement of the LVIA assessment a more detailed local level assessment of impact was carried out, in order to give a better reflection of the different impacts on the local landscape and townscape of Cannington.</p> <p>The results of these studies are detailed in Chapter 15 of Volume 6 of the Environmental Statement.</p>

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Quantock Hills AONB Service	Statutory Consultee	Stage 1	<p>Baseline Environment: Again, reference is made here to the Quantock Hills AONB being further away than is actually the case. The text refers to the AONB as 10km away - the AONB is considerably closer, particularly in relation to the Cannington South site. Also, the baseline information does not take account of views to the sites from the AONB. The text states that medium and long distance views to the site are 'very limited'. Given the proximity of the AONB and its prominent physical landform, Cannington can clearly be seen from many areas of the nationally protected landscape.</p> <p>Key Potential Issues: Given proximity to the Quantock Hills AONB, reference should be made to potential impacts on visual amenity and views from the AONB.</p>	8734-520-7145	/			<p>At the time of the Stage 2 consultation landscape and visual assessment work was ongoing. Since then work has been completed, and the results of this have been incorporated into the Landscape and Visual Chapter (Volume 6, Chapter 15) of the Environmental Statement (ES).</p> <p>Comments received on lighting have been considered in the lighting strategies for the associated developments.</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	<p>Vol.3 table 4.11.3, Landscape character, local assessment. The assessment is broadly acceptable other than significant points raised above. The overall impact is assessed as low which conflicts with Para 4.11.44, which recognises that in general the capacity of the landscape to absorb development, is low and the development is incompatible with the surrounding landscape and the village.</p> <p>- The visual assessments are broadly acceptable other than the significant points raised above.</p>	89248-520-3172	/			

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Quantock Hills AONB Service	Statutory Consultee	Stage 1	<p>Baseline Environment: Again, reference is made here to the Quantock Hills AONB being further away than is actually the case. The text refers to the AONB as 10km away - the AONB is considerably closer, particularly in relation to the Cannington South site. Also, the baseline information does not take account of views to the sites from the AONB. The text states that medium and long distance views to the site are 'very limited'. Given the proximity of the AONB and its prominent physical landform, Cannington can clearly be seen from many areas of the nationally protected landscape.</p> <p>Key Potential Issues: Given proximity to the Quantock Hills AONB, reference should be made to potential impacts on visual amenity and views from the AONB.</p>	8734-520-7145	/			<p>At the time of the Stage 2 consultation landscape and visual assessment work was ongoing. Since then work has been completed, and the results of this have been incorporated into the Landscape and Visual Chapter (Volume 6, Chapter 15) of the Environmental Statement (ES).</p> <p>Comments received on lighting have been considered in the lighting strategies for the associated developments.</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	<p>Vol.3 table 4.11.3, Landscape character, local assessment. The assessment is broadly acceptable other than significant points raised above. The overall impact is assessed as low which conflicts with Para 4.11.44, which recognises that in general the capacity of the landscape to absorb development, is low and the development is incompatible with the surrounding landscape and the village.</p> <p>- The visual assessments are broadly acceptable other than the significant points raised above.</p>	89248-520-3172	/			

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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>Authorities position May 2010: Full details on landscape proposals for Park and Ride sites requested to enable assessment</p> <p>Update August 2010: Landscape plans showing mitigation planting have been provided for Park & Ride sites, however no landscape restoration plans have been provided.</p>	89328-527-2223	/			The assessment methodology and all supporting graphical material have been updated since the Stage 2 consultation. Detailed drawings have been included in Chapter 15 of Volume 6, of the Environmental Statement which give a clearer indication of the impact of the proposals. A reinstatement/restoration plan is also included

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Quantock Hills AONB Service	Statutory Consultee	Stage 1	Chapter 4 Off-Site Associated Development -Table 4.4 Summary of Search Areas In respect of campuses (specifically development at Cannington), the AONB Service seeks reassurance that detailed consideration will given to the impact on views from the Quantock Hills AONB including night views due to the need for increased lighting at the campuses.	8734-522-3718	/			The assessment of impacts in Chapter 15 of Volume 6, of the Environmental Statement (ES) has been further developed since Stage 1 and Stage 2 Consultations. A number of comments related to the scale of the proposed development and its impact on the rural character of Cannington village and the conservation area. In response to the consultation exercise the size of the proposed development site and the scale of the development were significantly reduced. The current proposal is for a smaller site, contained within one field boundary. The design was refined and landscape proposals developed to help mitigate impacts of the proposals, including reinstatement of the planting along the A39. A number of comments welcomed the revised scheme and the movement of the proposals further from their properties and the fact that their concerns were taken into consideration.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Sedgemoor District Council consider that there will be significant impact on the village of Cannington, much of which is designated as a conservation area. The proposals will inevitably impact on the setting of the Conservation Area and will be detrimental to the rural character of the village. Access into the site may also impact on the established landscape buffer referred to above as highway requirements will necessitate the formation of visibility splays resulting in the removal of established planting.	88370-522-24			/	Concerns were raised during Stage 1 Consultation about the visual impact of proposed campus accommodation in Cannington on the Quantock Hills Area of Outstanding Natural Beauty. The proposed campuses were subsequently removed from the proposal and the Landscape and Visual Impact Assessment is now based on the significantly reduced proposal (which does not include any campus accommodation). A lighting strategy has been designed to limit the area where lighting would be required and to minimise overall lighting levels and light spill. Parking has been located so that the majority of movements would be limited to parts of the site furthest from residential receptors. An assessment has been made of the impact of lighting on sensitive receptors in Chapter 15 of Volume 6, of the ES . Some comments questioned the effectiveness of proposals to reinstate the site to its current use at the end of its operational phase. This is an integral part of the landscape strategy and has influenced the planting strategy. EDF Energy's application for development consent includes drawings which show how the site would look once restored.
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-522-4096	/			
Tractivity 744	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? As in previous comments, at present we only have local public transport pass our house very infrequently I might add. This suggestion would have a noise impact on our life style. As we sit in our lovely garden to enjoy the views and at present it is very peaceful.	9502-522-3440			/	
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Absolute waste of good countryside and money - and unnecessary desecration of Cannington village. Will hardly be used!	9597-522-4703			/	
Tractivity 844	Public	Stage 2	7. Any other ideas or comments? This idea will already appear to have been decided against in favour of a site west of Cannington at Combwich which I believe is totally wrong, this area's water table is high and has been flooded in the past also it is right on the edge of a small village which will also be affected by this as well as noise, light and air pollution. once again keep these areas away from villages.	9602-522-4785	/			
Tractivity 881	Public	Stage 2	7. Any other ideas or comments? I think this will be very sad for the residents of Cannington and a blight on the landscape. I don't think you should be deluded that people will not drive all the way to Hinkley.	9639-522-3873			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 898	Public	Stage 2	7. Any other ideas or comments? The reduced capacity is a more feasible and acceptable proposal. Hopefully you will look at the lighting of this site night and day to disturb the village as little as possible and the houses sited close to the area.	9656-522-3761	/			
Tractivity 924	Public	Stage 2	6. Any other ideas or comments? Properties bought were bought for their enviromental vista, this proposal has and will greatly effect their value! The open views to the Quantocks, with a car park increased traffic low level lights and limited screening will significantly price of property, mental health of the owners in general!	9682-522-2969			/	
Tractivity 940	Public	Stage 2	7. Any other ideas or comments? I feel it would make the small village of Cannington very congested. It is a very pretty village at the moment with various atteractions (called Gardens, Golf Course, etc). I am sure it would deter visitors from coming to the area.	9698-522-4189			/	
Tractivity 1069	Public	Stage 2	7. Any other ideas or comments? tHIS WILL STILL CAUSE CONGESTION ON THE A39 Light and noise pollution is unacceptable in Cannington.	9827-522-3963			/	
Tractivity 1124	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? No consideration has been taken of local residents in this proposal. CANNINGTON IS A VILLAGE. How many villages do you know with such a Park and Ride, operating out out of office hours with all the noise, light pollution and increased volume of traffic.	9882-522-3910			/	
Tractivity 1150	Public	Stage 2	7. Any other ideas or comments? No park and rides as the land cannot be returned to as it is now.	9908-522-4473			/	
Tractivity 1219	Public	Stage 2	7. Any other ideas or comments? It must be taken back to its original use afterwards. The area must be locked at nights to discourage boy racers in the area.	9977-522-3522	/			
Tractivity 1239	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q7 Do you have any other comments? As our house overlooks the Cannington park & ride we will be greatly affected. At present we have uninterrupted views of grazing pastures & the Quantocks beyond. We are not anti Hinkley Point but we are not looking forward to many years of looking at a car park, Plus all the noise. There is no way of telling from the plans what the lighting will be like. On a positive note it is fantastic that you are moving the park & ride further away from our back garden but I?m concerned about the lack of adequate screening. It?s also good to see that the whole site will be smaller with less parking spaces. Thank you for listening to our concerns & amending the original plan.	89505-522-1321	/			
Tractivity 1258	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Yes how are you going to compensate the people on (Personal details removed) Cannington whose property will not only be devalued and possibly unsellable, but also will have to put up with light, noise and visual impact disruption. Will you buy my house off me?	89524-522-290			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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 & 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>	8917-522-2322			/	
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 & Bridgwater. I believe the proposals have been made as the cheapest cost to EDF without any consideration of the cost to the residents & damage done to their villages & 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 village or a commercial/industrial site? Would you like to be met with this view on approaching your place of residence?</p>	9341-522-359	/			
Tractivity 271	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>This is a project that will change Cannington and its outlying areas forever. Yes, we need progress to survive, but at what cost? TO think that peoples' land can be taken from them with the power of a compulsory purchase order is outrageous.</p>	8960-522-3473			/	
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>	9030-522-2873	/			
Tractivity 370	Public	Stage 1	<p>We do object to the countryside around Comwich & Cannington being totally disrupted - the landscape will be an eyesore with increased noise levels.</p> <p>Most people have chosen to live in a village to enjoy the countryside mainly for its beauty, peace & quiet not to live amongst an industrial site.</p> <p>We feel there must be other alternatives to bypass the villages.</p>	9057-522-4696			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 433	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>1 Putnell Cottages is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in Putnell will be reduced both in the long and short term.</p> <p>Our properties will be devalued and we will have to suffer noise, exhaust, dust and light pollution as well as the visual impact of any development.</p> <p>The by pass routes both impact too as indicated in earlier questions.</p> <p>This questionnaire soes not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks ad their out fall. when the quarry tried to pump out the water all of the local water courses were raised in</p>	9353-522-8736	/			
Tractivity 541	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>The proposal to site commercial operations (freight handling and park & ride) so close to a small community like Cannington would be a major assault on our peaceful village way of life with noise, dust and light pollution resulting, and is therefore totally unacceptable. Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process. These operations should be sited on the outskirts of Bridgwater, away from residential areas.</p>	9210-522-5245	/			
Tractivity 23207	Public	Stage 1	<p>If your proposals go ahead, my country view and those of anyone approaching Cannington, will be of a heavy vehicle storage yard, warehouse, bus depot, parking and accommodation dormitories for 200 workers, with a further 120 workers accommodated on the other side of my village. Would you enjoy this scenario where you live?</p>	9380-522-2099	/			
Tractivity 50906	Public	Stage 1	<p>You are proposing a park and ride for 900 cars - how can you possible think that the A39 can sustain the extra traffic, the proposed depot will cause excess noise, dirt and light pollution, day and night to say nothing of the extra traffic on an already unsafe, over used route. Do you realise that the smallest of road accidents on this busy holiday route means that the road is completely closed and there is no alternative route for heavy vehicles.</p>	9398-522-763	/			
Tractivity 62384	Public	Stage 2	<p>The proposal to use this large greenfield site within sight of a large number of Cannington homes is not acceptable. Noise, light and dust pollution will adversely affect many local people and the facility will be a blight on the landscape of our pleasant rural surroundings. It is also likely to have a detrimental impact on property values.</p>	10047-522-4832			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62448	Public	Stage 2	Negative 1. Visual A rural view of fields is replaced with a 2 lane highway and roundabout plus the effects experienced during its build 2. Light Pollution Increased due to the road and roundabout	10074-522-275	/			
Tractivity 62568	Public	Stage 2	This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site.	10120-522-2001			/	
Tractivity 62938	Public	Stage 2	Light and noise pollution in Cannington for nearby residents. Eyesore for tourists.	10177-522-2891			/	
Tractivity 62938	Public	Stage 2	Noise and light pollution for residents too high.	10177-522-4660			/	
Tractivity 62469	Public	Stage 2	gg) The light pollution at night from the rural park and ride facilities would make them stick out even more like a sore thumb. It's an urban intrusion that has no place here and certainly not in areas of outstanding natural beauty irrespective of whether or not they fall within such officially designated areas. They will be very visible night and day. Trees take years to grow so landscaped screening measures will be ineffectual.	89470-522-16014			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Environmental Appraisal Volume 2 - Section 2.14 broadly acceptable but some local impacts may have been underestimated. - Environmental Appraisal Volume 3 Chapter 4 - broadly acceptable other than significant points raised above.	89248-522-2314	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Vol.3 table 4.11.11 Significance Evaluation, broadly acceptable other than significant points raised above. - Ref 3.0, Environmental Appraisal Volume 2 - Section 21.4 is broadly acceptable but some local impacts may be underestimated.	89248-522-3666	/			

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 landscape character and visual residual effects post reinstatement (2019) are most likely to be positive except where the roundabout is demolished and gaps in vegetation will take some time to regrow.	89248-522-4402			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Generally the judgement of significance is appropriate during construction and operation, however, the post removal / reinstatement effects are frequently judged as beneficial which it is felt maybe a little optimistic, especially when the original judgements on landscape capacity are low and the development proposals are judged as incompatible.	89377-522-8722	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	With regards to the temporal context of potential impacts, it would support appreciation of the nature of “temporary” impacts described in Table 21.8.1, if the expected duration of the temporary impact were to be more clearly identified. For example, with site clearance expected in 2010, and construction extending beyond 2018, it is conceivable that such temporary impacts may extend for periods in excess of ten years. In such a context, the overall impact of a number of adverse impacts of moderate significance extending across such a period may be considered to represent a similarly significant effect on the landscape of the area for that time period.	89377-522-9445	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Although landscape sensitivity judged to be low, the lack of landscape capacity for this type of development results in the judgement that the proposed development is incompatible with the landscape. However, then it is stated that there is scope for mitigation which, it is judged, will result in a beneficial effect at de-commissioning/reinstatement stage.	89377-522-10130	/			
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 a number of cases in which the residual effects are still significant, many being indicated as Moderate Beneficial. This seems to be particularly the case for the temporary works which are going to be returned to agriculture or remain in part as a legacy.	89377-522-10517	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Additional residual effects are possible in the visual impact due to the lighting associated with the proposed development (including the impact on the AONB).	89425-522-10081	/			

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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	It is judged that a level of uncertainty remains in respect of minimising the adverse residual impacts on the Landscape and Visual resource particularly in the operational phase. This uncertainty also extends to the marked difference between the generally adverse nature of significant impacts described during construction of the scheme that are then assessed to become significant (moderate and even major) benefits during operation and decommissioning of the scheme. There are potential inconsistencies in the judgement of the sensitivity of visual receptors which warrants further clarification.	89427-522-3010	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Additional residual effects are possible in the visual impact due to the lighting associated with the proposed development (including the impact on the AONB).	89427-522-3613			/	
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Not only will residents near the Cannington Park & Ride have to suffer the daytime sight and noise of hundreds of vehicles arriving and departing (the opposite of the current quiet surroundings at night), we are now faced with the movement of car headlights and engine noise during the night as well, right on our doorsteps.	89689-522-2354	/			
Tractivity 62998	Public	Stage 2 Update	Considerable further unnecessary light pollution @ Cannington.	89692-522-3663	/			
Tractivity 63032	Public	Stage 2 Update	On a follow-on issue, I now understand that considerable construction is planned in the grounds of Cannington College (next to the existing golf course). That would have significant visual impact on my property at (Personal details removed). Please advise on the appropriate compensation arrangements	89705-522-207			/	
1	Comments received under the EIR from the IPC	Stage 1	A temporary freight consolidation area in Cannington South would cause noise/light pollution to the family properties alongside the proposed area on a green field site in a rural village location.	89790-522-2460			/	
1	Comments received under the EIR from the IPC	Stage 1	Cannington South search area falls outside the defined settlement boundary and would use high quality agricultural land. Part of the area falls within a Local Plan Green Wedge designation and Cannington Conservation Area alongside residential properties would cause disruption/ noise/ light pollution?	89790-522-2858	/			
2	Comments received under the EIR from the IPC	Stage 1	Added to social issues there will be noise from the freight transfers and light pollution from the park and ride areas which will make the outskirts of the village look like the car-park at Bristol Airport.	89791-522-1096	/			
14	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise penetration, pollution and light annoyance.	89803-522-602	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
30	Comments received under the EIR from the IPC	Stage 2	Proposed Park and Ride This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site. The village suffers flooding problems on a regular basis and insurance companies have placed a blanket block on all	89819-522-1995	/			
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 Need information on lighting proposed Update August 2010 This information has yet to be developed in detail.	89329-528-9442	/			
34	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise-penetration,-pollution and lighting annoyance.	89823-522-657			/	
34	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise-penetration,-pollution and lighting annoyance.	89823-584-657			/	

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	It would be desirable to include a Quantock Area of Outstanding Natural Beauty (AONB) viewpoint in the Visual assessment tables.	89248-521-1434	/			<p>The methodology for, and presentation of, the assessment of impacts in Chapter 15 of Volume 6 of the Environmental Statement was further developed following the Stage 2 consultation. A number of comments from consultees noted that the methodology is broadly acceptable.</p> <p>As part of the refinement of the Landscape and Visual Impact Assessment process extra viewpoints were added, where necessary, to reflect additional visual receptors. A viewpoint from the Quantock Hills Area of Outstanding Natural Beauty has been included in the latest visual impact assessment and considers the impact on the Quantocks at day and at night.</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Environmental Appraisal Volume 1 Chapter No.5 - Environmental Impact Methodology broadly acceptable other than significant points raised above.	89248-521-2165			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Mixed native hedgerows and very limited tree planting is shown for the northern boundary of the site. A more substantial landscape treatment is likely to be required to the north and east to screen/buffer the site from the nearby residential areas.</p> <ul style="list-style-type: none"> A commitment to landscaping and a management regime that will enhance the biodiversity of the site in short and long term is welcomed. The proposals for exterior lighting that meet the 'dark sky' concept is supported. The proposal for a 1.2m post & rail fence around the site is considered appropriate in these rural surroundings. 	89373-521-8291	/			

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	- Proposals for the layout and design of development in the Search Area are required to demonstrate how the setting of Cannington Conservation Area would be protected or enhanced; and how the amenity and biodiversity value of Cannington Brook and the green wedge would be safeguarded;	88360-524-1533	/			Some consultees expressed concerns at the Stage 1 consultation about the protection of Cannington Conservation Area, Cannington Brook and the Green Wedge. The development of the design has reduced the scale of the proposals significantly, mitigating the potential impact on these elements in the surrounding landscape. The landscape design within the site has also been designed to mitigate for impact beyond the site boundary.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Landscape and Visual It is noted that there are a number of residential properties adjacent to the site and these will need to be buffered and well-screened by landscape planting from the proposed development. The roadside hedgerow adjacent to Rodway would need to be reinforced and new hedgerow and associated tree planting would need to be provided to form a natural boundary to the site where no/poor hedgerow currently exists.	88380-524-1721	/			At Stage 2 there were several comments that welcomed the reduced size of the proposals and the movement of the proposal away from housing and the edge of Cannington. Concerns that remained were primarily associated with ensuring that details were provided for a landscape scheme to help mitigate the remaining impact of the proposal, and concerns about the impact of light pollution. A Lighting Strategy has been developed which limits the area where lighting would be required and minimises overall lighting levels and light spill. Parking has been located so that the majority of movements would be limited to the parts of the site that are furthest away from residential receptors. An assessment has been made of the impact of lighting on sensitive receptors in Chapter 15 of Volume 6 of the Environmental Statement
Tractivity 837	Public	Stage 2	6. Any other ideas or comments? Will require greater screening for sight and sound by western end of village.	9595-524-2654	/			
Tractivity 898	Public	Stage 2	7. Any other ideas or comments? The reduced capacity is a more feasible and acceptable proposal. Hopefully you will look at the lighting of this site night and day to disturb the village as little as possible and the houses sited close to the area.	9656-524-3757			/	
Tractivity 901	Public	Stage 2	7. Any other ideas or comments? If still required (after road relocation, see Q5) this should be not only south of Cannington (in fact, what you propose is a wedge into the southern side of Cannington) but south of the A39. That will remove lighting, noise and visual impact on many residents, at no extra cost to EDF.	9659-524-3607			/	
Tractivity 1239	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	On a positive note it is fantastic that you are moving the park & ride further away from our back garden but I'm concerned about the lack of adequate screening. It's also good to see that the whole site will be smaller with less parking spaces. Thank you for listening to our concerns & amending the original plan.	89505-524-1716	/			

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Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Comment This is better than the original plan for the site. Make sure lighting is kept to a minimum and shift changes do not disrupt the sleep of nearby houses.	10124-524-4302	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- It is noted that there should be limited visibility from public viewpoints. However, there will be an inevitable impact of the extension of built development of Cannington southwards towards the A39, albeit temporary. Illumination needs to be fully considered as with all sites that are part of the overall proposal.	89202-524-3484	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Vol.3, 4.11.86 to 89 and Figure 4.11.7 and Masterplan design proposals, Chapter No.3 - Section 4: Landscape mitigation is broadly acceptable other than significant points raised above.	89248-524-4146			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The residual effects on soil quality will depend on the SMP.	89248-524-4336	/			
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 It is unclear what new landscaping is proposed. Some landscape features are shown but it is unclear whether these are existing features or whether they are proposed new trees or hedges. A more substantial landscape treatment is likely to be required to the north and east to screen/buffer the site from the nearby residential areas. In addition the hard and soft areas of landscaping within the site needs to be illustrated on the plan. Update August 2010 These concerns do not appear to be addressed and in addition it is suggested that EDF investigate offsite mitigation measures to further reduce the visual effects of the proposals.	89329-524-10190	/			

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	<p>Authorities position May 2010</p> <p>The sections appear to show that the ground levels rise from the housing up to the park and ride site and therefore features within the site (including lighting) could potentially be visible from the residential areas. An explanation is required on why the bunding is to be provided on the western side of the site and why no bunding is proposed on the eastern and northern boundaries to help screen/buffer the site from the nearby residential areas</p> <p>Update August 2010</p> <p>These concerns do not appear to be addressed and in addition it is suggested that EDF Energy investigate offsite mitigation measures to further reduce the visual effects of the proposals.</p>	89329-524-10869	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Following cessation of use the site will be reinstated to agricultural use although a detailed plan of reinstatement/restoration would be useful to see at this stage.</p>	89377-524-9140	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Perhaps offsite mitigation measures should be investigated to further reduce particularly the visual effects of all the proposals.</p>	89377-524-9311		/		

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	<p>Further reasonable measures that would allow possible residual effects to be mitigated include:-</p> <ul style="list-style-type: none"> - Revisit operational phase assessment using more detailed iterative mitigation in the design process for especially, but not exclusively, local Landscape and Visual components - Produce detailed plan of reinstatement/restoration linking impact with mitigation measures especially in relation to reinstatement to agricultural use. - Perhaps offsite mitigation measures should be investigated to further reduce particularly the visual effects of all the proposals. - Additional assessment is made of the potential cumulative impacts between Cannington Bypass and the Freight Logistics Facility at Comwich. - Implement landscape masterplan; restrict cutting, set back, planting in Operational phase - Adjustment of the footprint, avoidance of cutting and shielded lighting in Construction phase 	89427-524-3775	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Mixed native hedgerows and very limited tree planting is shown for the northern boundary of the site. A more substantial landscape treatment is likely to be required to the north and east to screen/buffer the site from the nearby residential areas.</p> <ul style="list-style-type: none"> • A commitment to landscaping and a management regime that will enhance the biodiversity of the site in short and long term is welcomed. • The proposals for exterior lighting that meet the 'dark sky' concept is supported. • The proposal for a 1.2m post & rail fence around the site is considered appropriate in these rural surroundings. 	89373-528-8291	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- landscaping and public realm enhancement along the High Street.	89892-524-18727			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 63097	Public	M5 J24 and Bridgwater Highway Improvements	<p>I came into your Bridgewater office about 4 months ago; I have a field in Cannington which has a wildlife woodland. I asked about the chance of getting some cowslips for transplanting before earth moving works started. In your last 2 newsletters, I noticed news regarding cowslip transplant. You are welcome to look at my wildlife woodland anytime; I think you will be impressed.</p> <p>I have not heard anything from you as yet, I hope to in the near future.</p>	90061-524-0			/	

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	Relevant landscape information is spread over several documents and not easily accessible, this should be addressed.	89248-526-1140	/			Data previously spread through many documents is now presented in Chapter 15 of Volume 6 of the Environmental Statement.

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 212	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We do not agree with agricultural land being used as an accommodation campus/freight/park & 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.	8917-460-2322		/		The approach to assessing the cumulative impacts of noise and vibration associated with the Hinkley Point C (HPC) Project has evolved following Stage 2 consultation. The cumulative impacts of the proposed HPC Project with other committed and proposed development projects are considered in Volume 11 of the Environmental Statement (ES) . Interactive cumulative impacts of noise and vibration with other environmental topics (e.g. dust, landscape) associated with the HPC Project on specific sensitive receptors are also considered in Volume 11 of the ES .
Tractivity 218	Public	Stage 1	5. Please give reasons for your preference The road will be away from the village and the current by pass which will be a more obvious choice bearing in mind the village traffic and that going through in summer. Noise and pollution must be a consideration as well as congestion.	8921-460-1650			/	The additive cumulative impacts of noise and vibration on sensitive receptors are contained in the Volume 6 of the ES. For example, car door slams have been assessed in conjunction with vehicle movements on the proposed site. The assessment of traffic impacts on the wider highway network has been assessed for all traffic associated with the HPC Project. Therefore the assessment of road traffic noise is a cumulative assessment.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The noise and vibration assessment discussed here does not assess any cumulative noise impacts derived from other schemes.	89374-460-12517	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 63240	Consultee with an Interest in Land	Stage 2	7.2 Noise and vibration at the Park & Ride is thought to present a possible issue for the residents situated closest to the proposed facility. Those locations have been identified by Figure 4.4.1 in section 4.4.25. The Estate sees the closest receptor being to the east of the facility and at a point identified as 'A' in Figure 4.4.1.	89443-464-1094	/			Volume 6 of the Environmental Statement has been produced showing noise monitoring and assessment locations. Following consultation comments, figures were updated following further baseline monitoring undertaken as a result of changes to the operational parameters of the proposed development in the Stage 2 Update proposals.

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	This not only means much more traffic movement on an already overloaded and dangerous A39 from Bridgwater to Cannington, but an increase in road danger to school children, noise and exhaust pollution to the villagers.	8765-459-1688		/		<p>Following Stage 1 consultation, the proposed development at Cannington was revised to be solely used as a park and ride facility and the use of the site as a freight/postal handling facility was withdrawn. The noise level associated with the operation of the site as a park and ride facility was presented in the Environmental Appraisal prepared for the Stage 2 consultation.</p> <p>Volume 6 of the Environmental Statement details the potential noise and vibration impacts associated with the proposed park and ride facility.</p> <p>The assessment determined that the noise impact of car door slams during night-time Hinkley Point C (HPC) construction-shift changes would not result in unacceptable disturbance at the nearest residential dwellings. EDF Energy would ensure users of the site, e.g. drivers and minibus drivers, behave in a sensitive manner with respect to the local environment.</p> <p>The assessment of potential localised road traffic noise impacts during the early morning and late evening periods determined that, during some periods, the noise impact to residential properties adjacent to the A39 would be significant. Beneficial impacts are predicted during these sensitive periods within Cannington village due to the proposed bypass being operational.</p> <p>Mitigation measures to address the likely significant impacts of the park and ride facility are presented in Volume 6 of the Environmental Statement</p>
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-459-4096			/	
Tractivity 1283	Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? More noise and traffic on present bypass. Disruptive for local residents near to park and ride.	89549-275-495		/		
Tractivity 744	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? As in previous comments, at present we only have local public transport pass our house very infrequently I might add. This suggestion would have a noise impact on our life style. As we sit in our lovely garden to enjoy the views and at present it is very peaceful.	9502-459-3438		/		
Tractivity 1296	Public	Stage 2 Update	IF the P&R facility at Cannington gets planning permission the working hours set out are completely unacceptable for the following reasons: 1. close proximity to residential accom 2. noise/disturbance between 5am - midnight plus x 7 days per week 3. light pollution 4. future nightshifts	89562-275-1468		/		
Tractivity 744	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 Not only your plan for a roundabout outside my lounge window will be an eye sore and a noise one, but I have a horse which I ride into the village to meet up with friends and use the arena at the college. I fear greatly for my safety as well as my horses, as it gets very scared of heavy traffic, which could have dire consequences	9502-459-6684		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 844	Public	Stage 2	7. Any other ideas or comments? This idea will already appear to have been decided against in favour of a site west of Cannington at Combwich which I believe is torally wrong, this area's water table is high and has been flooded in the past also it is right on the edge of a small village which will also be affected by this as well as noise, light and air pollution. once again keep these areas away from villages.	9602-459-4785		/		
Tractivity 859	Public	Stage 2	7. Any other ideas or comments? hours of opening and use would create increased noise and traffic at unaccepable times	9617-459-3350		/		
Tractivity 874	Public	Stage 2	7. Any other ideas or comments? See comments in section 6. This volume of traffic (stop/start) apart from the noise disruption, will create a major increase in air pollution. Just not at all acceptable to the residents.	9632-459-4529		/		
Tractivity 963	Public	Stage 2	Proposals for Combwich and Cannington strongly contested on grounds of flood risk, noise and light pollution, road safety, access for emergency vehicles and quality of life for residents	9721-459-6962		/		
Tractivity 1050	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? It will cause congestion. Noise, pollution and light will increase. Environment and wildlife will be affected.	9808-459-3649		/		
Tractivity 1069	Public	Stage 2	7. Any other ideas or comments? This will still cause congestion on the A39. Light and noise pollution is unacceptable in Cannington.	9827-459-3963		/		
Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-459-4332		/		
Tractivity 1124	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? No consideration has been taken of local residents in this proposal. CANNINGTON IS A VILLAGE. How many villages do you know with such a Park and Ride, operating out out of office hours with all the noise, light pollution and increased volume of traffic.	9882-459-3910		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1156	Public	Stage 2	7. Any other ideas or comments? While we appreciate that there needs to be a means to minimise the impact of traffic on Cannington, we do not feel that the travel plan is robust enough to discourage the needless use of car transport to the Cannington site from the west or east. We feel that further steps are needed to reduce the potentially considerable impact of traffic and traffic noise on the Quantock AONB and local villages.	9914-459-4149			/	
Tractivity 1239	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? Our house overlooks the Cannington park & ride. Because of the working hours we will have noise and light pollution from very early in the morning until very late at night.	89505-459-700		/		
Tractivity 1239	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Plus all the noise.	89505-459-1622		/		
Tractivity 1269	Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? The extra noise through Cannington is going to be terrible, it is bad enough already without all the extra vehicles you intend to bring in and around our village. The early and late shifts will be the worst not fair on people who need to sleep because they have to be at work early. We do not want EDF in our village.	89535-459-564		/		
Tractivity 1296	Public	Stage 2 Update	2. noise/disturbance between 5am - midnight plus x 7 days per week 3. light pollution	89562-459-1656		/		
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Around the clock onsite working means around the clock working at the Cannington park and ride which will create noise and light nuisance.	89566-459-1798		/		
Tractivity 1327	Public	Stage 2 Update	Very concerned by the adoption of double shift working because of the additional nuisance from the proposed Park & Ride facility at Cannington, starting at 5.00pm in the morning to 12.00 midnight	89593-459-743		/		
Tractivity 1373	Public	Stage 2 Update	17 day working and 24 hour working is totally unacceptable. Also the park and ride areas will be noisy very late and early.	89639-459-1178		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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.	8912-459-2184		/		
Tractivity 212	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We do not agree with agricultural land being used as an accommodation campus/freight/park & 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.	8917-459-2322		/		
Tractivity 218	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? The noise levels will be high for the village of Cannington if the site CAN A is being used. It is sited so very close to houses it will cause a nuisance and needs to be sigted away from the houses. The proximity to the Hinkley.	8921-459-1293		/		
Tractivity 226	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? THINK again about increased traffic on Cannington to Hinkley road - pollution of carbon and noise as well as the very safety aspect.	8928-459-3877			/	
Tractivity 325	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? 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 (Personal details removed) and (Personal details removed) from its perimeter fence. We particularly will be disturbed in our BEDROOM. There will be LITTLE or NO privacy and possible noise aggravation.	9013-459-5726	/			
Tractivity 351	Public	Stage 1	4. Any other ideas or comments? My concerns relate to the possible selection of the southern site at Cannington, The construction of the proposed park and ride, frieght handling and accomodation will have sighificant environmental implications- most particularly noise and air quality- which will affect a large number of the residents, which will adversely impact the lives of a largenumber of residents of the village. It seems all the more unnecessary given that the northern site has a number of significant advantages- closer to the site, in an area which already has industrial traffic (quarry and grain siols) and, most importantly, very low population density.	9039-459-909			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 370	Public	Stage 1	<p>We do object to the countryside around Combwich & Cannington being totally disrupted - the landscape will be an eyesore with increased noise levels.</p> <p>Most people have chosen to live in a village to enjoy the countryside mainly for its beauty, peace & quiet not to live amongst an industrial site.</p> <p>We feel there must be other alternatives to bypass the villages.</p>	9057-459-4696			/	
Tractivity 433	Public	Stage 1	<p>This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks and their out fall. When the quarry tried to pump out the water all of the local water courses were raised in</p>	9353-459-9318			/	
Tractivity 541	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>The proposal to site commercial operations (freight handling and park & ride) so close to a small community like Cannington would be a major assault on our peaceful village way of life with noise, dust and light pollution resulting, and is therefore totally unacceptable. Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process. These operations should be sited on the outskirts of Bridgwater, away from residential areas.</p>	9210-459-5245		/		
Tractivity 663	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>If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or permanent) in Cannington. This community is currently active friendly and a pleasant place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far away from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convenience and some degree of leisure facilities, why not build a swimming pool</p>	9368-459-3323			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50906	Public	Stage 1	You are proposing a park and ride for 900 cars - how can you possibly think that the A39 can sustain the extra traffic, the proposed depot will cause excess noise, dirt and light pollution, day and night to say nothing of the extra traffic on an already unsafe, over used route. Do you realise that the smallest of road accidents on this busy holiday route means that the road is completely closed and there is no alternative route for heavy vehicles.	9398-459-763	/			
Tractivity 62359	Dual - Consultee with an Interest in Land and Public	Stage 2	The proposed site for the Park and Ride scheme in Cannington would bring also to the area great noise, dust and dirt, not to mention any other interferences not yet thought of, all of which is to be dreaded in their domination of life in the community, for a considerable period of time.	10034-459-609		/		
Tractivity 62384	Public	Stage 2	The proposal to use this large greenfield site within sight of a large number of Cannington homes is not acceptable. Noise, light and dust pollution will adversely affect many local people and the facility will be a blight on the landscape of our pleasant rural surroundings. It is also likely to have a detrimental impact on property values.	10047-459-4832		/		
Tractivity 62568	Public	Stage 2	This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site.	10120-459-2001		/		
Tractivity 62938	Public	Stage 2	Light and noise pollution in Cannington for nearby residents.	10177-459-2891		/		
Tractivity 62938	Public	Stage 2	Noise and light pollution for residents too high.	10177-459-4660		/		
Tractivity 62469	Public	Stage 2	Shift patterns mean we will be subjected to the noise of cars starting up/returning at very unsocial hours and in winter will often mean the noise of ice being scraped off windows, and engines idling as the windscreen demists.	89469-459-13894		/		
Stogursey Parish Council	Statutory Consultee	Stage 2	[7.3.49] Scheduling buses to avoid the existing 'rush hour' means that the first buses will be arriving on site at 06:00. SPC is concerned about the noise associated with this for residents close to the affected roads. Will EDF reconsider this aspect?	89292-459-5865		/		

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 report states (para. 4.4.62) that the construction noise assessment has been carried out for Locations A - C. However, the assessment has not been conducted at Location B.	89374-459-7636	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>A qualitative assessment has been carried out for construction vibration impacts. This includes some information on magnitudes of vibration from some plant equipment taken from 'Control of Vibration and Noise during Piling' (British Steel, 1998). However, no reference is made to magnitudes of vibration given in BS5228-2, particularly for piling.</p> <p>BS5228-2 also includes an empirical predictor for vibration from vibratory compaction, which is not used or mentioned. Based on a separation distance of 120m to the nearest receptor, it is possible that vibration levels from a vibratory roller may exceed 0.3mm/s. Whilst this may not alter the overall conclusion of impact, it has not been considered.</p> <p>Paragraph 4.4.75 appears to imply a cosmetic building damage threshold of 5mm/s without reference to a source. This does not appear to have been referred to previously and no justification or reference is provided for its use. The report goes on to state (para. 4.4.77) that typical construction and demolition working routines are unlikely to generate levels of vibration at local receptors above which cosmetic damage would be expected to be sustained. Assuming this threshold is 5mm/s (which equates to an impact of medium magnitude) it is unclear how the impact can then be judged to be very low.</p> <p>The conclusion is that the overall impact will be Minor Adverse. Whilst it is agreed that this conclusion is appropriate given the separation distances involved, the report does not make it clear how this conclusion is reached.</p>	89374-459-8141	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An operational assessment has been carried out for noise from car door slams at Oak Tree Way. However, the predicted noise level has been compared to the noise levels from Mill Close. The results from the noise survey presented in Table 4.4.7 indicate that noise levels at Oak Tree Way are lower than Mill Close. However, the impact would still be Minor Adverse	89374-459-9682	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No assessment has been carried out of noise from vehicle movements using the access road to the park and ride site. This may have significant impacts, particularly on properties on Oak Tree Way to the east.	89374-459-10048		/		

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	For construction noise and vibration, no specific mitigation measures have been proposed and therefore the residual impacts for both are determined to be Minor Adverse. It is agreed that this is likely to be an appropriate assessment based on the evidence provided in the documentation, although levels of vibration from some construction plant may be higher than assessed. For operational noise, no specific mitigation measures have been proposed and therefore the residual impacts for both are determined to be Minor Adverse. Noise impacts of vehicles using the access road to the park and ride site have not been assessed and therefore there is the potential that residual impacts have been underestimated.	89374-459-11773	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Residual impacts due to vibration from some construction equipment, particularly vibratory compaction, close to the receptors may have been understated. Additional residual impacts may also occur due to increased traffic along the park and ride access road, which has not been assessed.	89426-459-16509	/			
Tractivity 62915	Public	Stage 2 Update	c) noise/disturbance between 5am - midnight plus x 7 days per week d) light pollution	89666-459-1826		/		
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Not only will residents near the Cannington Park & Ride have to suffer the daytime sight and noise of hundreds of vehicles arriving and departing (the opposite of the current quiet surroundings at night), we are now faced with the movement of car headlights and engine noise during the night as well, right on our doorsteps.	89689-459-2354		/		
Tractivity 62998	Public	Stage 2 Update	Noise impacts and carbon monoxide poisoning without any road infrastructure in place, will be severely detrimental to Cannington. Cannington is full of young people re the Primary School and College.	89692-459-2634		/		
Tractivity 63007	Public	Stage 2 Update	Development of the exiting footpath may cause lighting, noise, litter and other social problems amid village housing.	89695-459-821		/		
1	Comments received under the EIR from the IPC	Stage 1	A temporary freight consolidation area in Cannington South would cause noise/light pollution to the family properties alongside the proposed area on a green field site in a rural village location.	89790-459-2460	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
1	Comments received under the EIR from the IPC	Stage 1	Cannington South search area falls outside the defined settlement boundary and would use high quality agricultural land. Part of the area falls within a Local Plan Green Wedge designation and Cannington Conservation Area alongside residential properties would cause disruption/ noise/ light pollution?	89790-459-2858	/			
2	Comments received under the EIR from the IPC	Stage 1	Added to social issues there will be noise from the freight transfers and light pollution from the park and ride areas which will make the outskirts of the village look like the car-park at Bristol Airport.	89791-459-1096	/			
14	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise penetration, pollution and light annoyance.	89803-459-602		/		
15	Comments received under the EIR from the IPC	Stage 2	The sheer size of these construction vehicles along with the noise pollution will be both frightening and intimidating.	89804-459-948		/		
30	Comments received under the EIR from the IPC	Stage 2	Proposed Park and Ride This proposal is again going to affect many residents with noise, light and pollution throughout most of the day and night and is on a greenfield site. The village suffers flooding problems on a regular basis and insurance companies have placed a blanket block on all	89819-459-1995		/		
34	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39 and are far too near residents' homes allowing continuous noise-penetration,-pollution and lighting annoyance.	89823-459-657		/		
40	Comments received under the EIR from the IPC	Stage 2 Update	c) noise / disturbance between 5am -midnight plus x 7 days per week d) light pollution e) possibility of future nightshifts	89909-459-1863		/		
40	Comments received under the EIR from the IPC	Stage 2 Update	In conclusion we earnestly oppose EDF commencing any work on the proposed Hinkley Point C station before any planning permission has been granted. Planning Permission has already been gained for the removal of asbestos from Hinkley Point using roads directly through the village. EDF are also intending to use the existing infrastructure through Cannington village before any / if a bypass is built for their construction vehicles. This will cause huge safety issues, noise, pollution, vibration and a vast amount of distress to the residents of this village. It is not acceptable practice.	89909-459-4205		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 63240	Consultee with an Interest in Land	Stage 2	7.3 The general assessment of noise and vibration for the construction and operational phases seems appropriate. Similarly, use of the Environmental Management and Monitoring Plan to implement the proposed mitigation of noise and vibration during the construction phase, appears a reasonable approach going forward.	89443-458-1433			/	The methodology used to undertake the noise and vibration assessment for the proposed development is detailed in Volume 6 of the Environmental Statement (ES) . The construction, operation and post-operational phase assessments have been undertaken in accordance with the latest relevant standards and guidance. Construction noise impacts have been assessed against the construction noise thresholds advised in British Standard for construction noise BS5228-1:2009 (Volume 6 of the ES). The assessment of operational noise impacts has focused on the most sensitive periods of the day, namely early morning and late evening. It is considered that outside of these hours, due to the existing road traffic noise from the A39, noise from the proposed Cannington park and ride facility will not be discernible.
Tractivity 63240	Consultee with an Interest in Land	Stage 2	7.4 Section 4.4.91 of the Environmental Appraisal (Volume 3) states that, due to the dominance of traffic noise on the A39, noise from the facility during the operational phase is unlikely to be discernible. However, section 4.4.90 suggests that the early morning and late evening peaks for the facility would coincide with reduced traffic volumes and its associated noise on the A39. The conclusion is that the periods 0530 to 0600 and 2200 to midnight would be the most sensitive.	89443-458-1752			/	
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: Details were requested for Park and Ride site facilities, lighting plans and noise impact assessments Update August 2010: An initial noise impact assessment has been provided as part of EDF Energy EnvApp, although there are a number of concerns with the approach and findings of the assessment as set out in sections 8.9, 10.9, 11.9 and 12.9 of this report.	89328-458-1253			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	For construction noise, significance criteria are presented based on a 12 hour daytime working period. No significance criteria are presented for evening or night time working and therefore significance cannot be determined during these periods.	89374-458-7363		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No areas of uncertainty in the assessment have been identified in the report. However, there is likely to be uncertainty associated with the lack of assessment of noise from vehicle movements using the access road to the park and ride site	89374-458-11504			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 837	Public	Stage 2	6. Any other ideas or comments? Will require greater screening for sight and sound by western end of village.	9595-461-2654		/		As part of the construction and post-operation of the proposed development, an Environmental Management and Monitoring Plan (EMMP) will be put in place prior to the commencement of any works of site. The EMMP will include site -specific measures contained in Volume 6 of the Environmental Statement for noise and vibration along with general control measures which define Best Practicable Means. In recognition of the adverse noise impacts which have been assessed, the consideration that some of the adverse impacts occur at night and taking account of the relatively rural character of the affected areas, EDF Energy will be providing an offer of noise insulation support to those properties in Cannington and Comwich most affected by transport related noise arising from the HPC construction phase. Detailed eligibility will be based on a careful analysis of the findings of the noise assessment work and further details and communication to eligible residents will take place following submission of the DCO application. The scheme will be along very similar lines to the support already being offered to properties closest to the HPC construction site. It will be provided by EDF Energy on a voluntary basis as noise impacts and levels are expected to be below those at which there would be a legislative requirement to offer noise insulation
Tractivity 901	Public	Stage 2	7. Any other ideas or comments? If still required (after road relocation, see Q5) this should be not only south of Cannington (in fact, what you propose is a wedge into the southern side of Cannington) but south of the A39. That will remove lighting, noise and visual impact on many residents, at no extra cost to EDF.	9659-461-3607		/		
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Any landscaping scheme for the temporary Cannington park and ride would not grow quick enough to become an effective noise/light barrier to our house or other nearby residential properties. The design should incorporate acoustic fencing and bunds to limit the impact of this proposal on nearby residential properties. Buses are likely to be parked on the Cannington Park and ride. restrictions	89566-461-2405		/		
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Comment This is better than the original plan for the site. Make sure lighting is kept to a minimum and shift changes do not disrupt the sleep of nearby houses.	10124-461-4302			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	7.5 In the above context, the Estate is concerned that there is insufficient information regarding the mitigation of potential noise impacts from the facility during the operational phase and in particular during the periods described as being more sensitive. There is particular concern regarding noise nuisance, including the examples cited in section 4.4.104, and the suggestion in 4.4.16 that no mitigation measures are proposed; other than educating users of the facility. 7.6 The Estate concurs with the statement (4.4.3) that noise and vibration nuisance is a variable. As in response to question 2, what may be wholly subjective and deemed acceptable by one person may not be as acceptable to another. The Estate therefore requests further information and clarification as to how EDF will strengthen mitigation against potential noise and noise nuisance, during the sensitive periods identified. The Estate would expect mandatory measures to be applied, with the effectiveness of implementation routinely monitored and non-compliance acted upon. 7.7 The Estate also requests further details concerning what arrangements are to be put in place to secure and prevent access to the Park & Ride facility during the hours of midnight to 05.30 when it has been inferred that the facility will be closed.	89443-461-2238	/			

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 assessment of construction noise indicates a Minor Adverse impact. This assessment is only valid for daytime working hours and no assessment has been carried out for evening and night time working. Therefore, the limit on working hours will need to be included in the Environmental Management & Monitoring Plan (EMMP).	89374-461-7815	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp states that site specific mitigation measures for construction noise and vibration may be agreed in advance with SDC and emphasises the importance of community relations and the effective use of an Environmental Mitigation and Monitoring Plan. However, no specific mitigation is recommended beyond good practice since the impact is assessed to be minor adverse. Site specific mitigation measures, and any exceptions to the Local Authority construction policies, must be agreed in advance with the Local Authority (for example through an agreement in accordance with Section 61 of the Control of Pollution Act 1974).	89374-461-10278	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	For operational activities, no specific mitigation is identified because impacts are identified as Minor Adverse. A number of best practice management tools are identified to minimise the potential for noise nuisance. These include reduction of unnecessary idling of vehicles, education of park and ride users to reduce loud radios, revving of engines, use of horns, etc. These measures appear to be difficult to manage and the document does not identify how they will be enforced. This information must be included in the Environmental Mitigation and Monitoring Plan.	89374-461-10911	/			

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	Mitigation measures include a number of best practice management tools to minimise the potential for noise nuisance. In general, these are likely to be difficult to enforce and a monitoring programme should be undertaken to understand the effectiveness of the management tools during the operational phase of the development.	89374-462-12663			/	<p>The potential noise and vibration impacts resulting from the construction and post-operation of the proposed development will be controlled through an Environmental Management and Monitoring Plan (EMMP). EDF Energy will ensure that the appointed contractor(s) have in place appropriate environmental management procedures for the construction and post-operation of the proposed development.</p> <p>The EMMP will include site-specific measures contained in Volume 6 of the Environmental Statement for noise and vibration along with general control measures which define Best Practicable Means</p>

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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 assessment of the Western and Eastern Route Options is based upon a preliminary environmental assessment. Further detailed evaluation (including opportunities and constraints) should be detailed in this section.	88340-437-512	/			<p>EDF Energy has carried out a thorough and iterative consultation process on its proposals for the Hinkley Point C Project (HPC Project). This has involved a multi-stage consultation process (see Chapter 2 of this Consultation Report for details). At each stage statutory consultees, other stakeholders, the local community and (from Stage 2 onwards) the general public were invited and encouraged to comment on the proposals, including all phases of the development, in order that these could shape and influence the proposals being developed by EDF Energy. EDF Energy has had regard to all comments submitted in response to its pre-application consultation exercise.</p> <p>Details of how the consultation process was undertaken, including availability of the consultation documents, questionnaires, workshops and local exhibitions is set out in Chapter 2 of this Consultation Report.</p> <p>Various consultation responses raised concerns about the availability or adequacy of detailed environmental information to assess the impacts of the proposed development, particularly with regard to traffic, ecology and the historic environment. In addition, further information was sought on the post-operational use of the site following cessation of use of the land by EDF Energy following completion of the construction phase of the proposed HPC development. There is no express statutory requirement to consult on preliminary environmental information, however, EDF Energy recognised the importance of giving as much information as possible on the impact of the proposals to enable consultees to make an informed judgment about the proposals.</p> <p>At Stage 1 consultation, EDF Energy presented broad search areas, within which development necessary to construct or operate the HPC development could be located. Such early consultation is encouraged by Government guidance. At this stage proposals were necessarily broad, in order to provide consultees with an opportunity to influence the siting, sizing and form</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>The Stage 1 Consultation Stage 1 document identifies a series of planning matters that apply to the CAN-A search area, which have been supplemented here with relevant policy guidance where relevant:</p> <ul style="list-style-type: none"> - The search area falls outside the defined settlement boundary. Local Plan Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled. - Part of the area falls within a Local Plan Green Wedge designation. Local Plan Policy CNE4 encourages positive land management for landscape, amenity and nature conservation in these areas. - The search area falls within the setting of Cannington Conservation Area. Policy HE4 advises that new development should positively enhance the character or setting of the Conservation Area. - Part of the search area falls within the functional floodplain of Cannington Brook (Flood Zone 3b). PPS25 states that only water-compatible uses and essential infrastructure should be permitted in these areas. - Cannington is identified in the Core Strategy Preferred Options as a Key Rural Settlement, with potential for limited housing and small-scale development growth. 	88350-437-2461	/			
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 does not identify that Cannington Brook is a designated County Wildlife Site, where legally protected species have been recorded.	88350-437-3619	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The preliminary environmental assessment work undertaken for search areas CAN- A (Cannington South) and CAN-B (Cannington North West) has not been extended to the central Cannington sites.	88390-437-1972			/	

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Tractivity 745	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below The revised plans are much more acceptable and as a resident of Cannington fell that the proposals meet most of the local considerations.	9503-437-5740			/	of development. Therefore detailed environmental impacts of individual proposals were not available.
Tractivity 809	Public	Stage 2	3. Any other ideas or comments? More information required on the impact this will have on Cannington and Bridgwater. Preliminary works will require an increase in traffic to the site; how will this be mitigated?	9567-437-1134	/			At Stage 2 consultation, EDF Energy presented its Preferred Proposals and provided an Environmental Appraisal which identified the likely significant impacts of the HPC Project of which EDF Energy was aware at that stage. Further work has been done inform the Environmental Impact Assessment that forms the basis for the Environmental Statement which is submitted with this application for a Development Consent Order (DCO). The Environmental Appraisal gave information about the impacts of the Preferred Proposals for the Cannington park and ride facility with regard to socio economics, transport, noise and vibration, air quality, soil and land use, contaminated land, ground water and geology, surface water, terrestrial ecology, landscape and visual impact, terrestrial historic environment, archaeology and recreation. It formed part of a suite of documents prepared in support of the Stage 2 consultation.
Tractivity 820	Public	Stage 2	6. Any other ideas or comments? I think that to answer this EDF must fully consult with the majority of Cannington. It is not for others to make a decision on this - it is up to the community of Cannington to decide the best approach and for EDF to follow the residents decision.	9578-437-3686	/			
Tractivity 886	Public	Stage 2	2. Any other ideas or comments? You still have not taken any notice of the views from Cannington	9644-437-397	/			
Tractivity 897	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 Cannington resident I know the station will go ahead and you have listened to our concerns and come up with the best solution for our village	9655-437-5743	/			EDF Energy has provided sufficient environmental information for consultees to determine the key impacts of the proposals for the purposes of their consultation responses, to enable them to influence the scheme as it is developed.
Tractivity 1005	Public	Stage 2	7. Any other ideas or comments? No chance to see information	9763-437-4240			/	The application for a DCO is accompanied by a suite of documents which provides information on the impacts of the HPC Project, including the park and ride at Cannington. This includes a Transport Assessment which details the transport strategy for the HPC Project.
Tractivity 1124	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? No consideration has been taken of local residents in this proposal. CANNINGTON IS A VILLAGE. How many villages do you know with such a Park and Ride, operating out of office hours with all the noise, light pollution and increased volume of traffic.	9882-437-3910	/			A significant number of consultation responses at both Stage 1 and Stage 2 of the consultation raised concerns that EDF Energy is not aware of or listening to the concerns of the local community. EDF Energy is aware that the HPC Project will impact the local community, particularly during the construction phase. However, significant changes to the proposals for associated developments at Cannington have been made during the course of the consultation, and in
Tractivity 1148	Public	Stage 2	7. Any other ideas or comments? Please have a thought for the people living in and around Cannington who already have had to bear more than their fair share of traffic problems in the past. PUT IN A NEW ROAD FROM DUNBALL AND SOLVE THESE PROBLE	9906-437-4169		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1169	Public	Stage 2	6. Any other ideas or comments? As above, there is too much not on my backdoor syndrome in Cannington. Village should make the most of a golden opportunity to get all they can. EDF should listen to individual concerns of people very close to proposed route and provide land owners with all they need from this (eg field access, farm access) Certain areas are having too much to say, be given good compensation. Further Western Route if no real benefit.	9927-437-2811	/			response to views expressed. Specifically, the proposed Cannington park and ride facility has been significantly reduced in size since the Stage 1 consultation. EDF Energy has prepared the detailed scheme having regard to the need to both minimise and mitigate any adverse impacts of the park and ride facility on the local community. Some consultation comments did recognise that EDF Energy has been listening to the views of the local community.
Tractivity 1195	Public	Stage 2	7. Any other ideas or comments? This should be so that a facility at Williton is not needed. All traffic can then be routed on the Cannington bypass and the C182 which should be upgraded.	9953-437-5556			/	EDF Energy has put forward a scheme for a park and ride facility at Cannington, having regard to the impacts of the proposed development. This has taken into account the need to balance the transport impacts of the construction phase of the HPC Project, particularly with regard to the need to reduce traffic on the local road network and local amenity impacts.
Tractivity 1221	Public	Stage 2	7. Any other ideas or comments? Incorporate it into the cellophane site. Make it compulsory for ALL workers.	9979-437-4334			/	A specific comment was raised about the lack of recognition of the Cannington Brook County Wildlife Site (CBCWS) at the Stage 1 consultation. As set out above, the Stage 1 consultation was necessarily broad. However, EDF Energy has been aware of the CBCWS throughout the consultation process and the proposals have been designed taking into account the proximity to CBCWS, with the proposals significantly off-set from the boundary to take this into account.
Tractivity 1348	Public	Stage 2 Update	When holding exhibitions at Cannington it would be helpful if lay-out was better - only 2 sets of boards concentrating on village so it was very difficult to get near these while other boards were not of so much interest to locals and so were only looked at briefly. Double the local boards would have been better.	89614-437-171			/	Concerns were also expressed about the lack of clarity on the proposed legacy (post-operational) strategy at Stage 2 consultation. The post-operational
Tractivity 202	Public	Stage 1	5. Please give reasons for your preference Needs to be decided by residents of Cannington and neighbours only	8909-437-1479			/	
Tractivity 215	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? Please don't ruin the village of Cannington	9336-437-5085	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 245	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>Hinkley Point C Pre-Application Consultation Stage 1</p> <p>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.</p> <p>Points I heard made at the open exhibition were as follows:</p> <p>Dunball would be more costly</p>	9341-437-4805	/			<p>use of the site, returning it back to agriculture, is being applied for as part of the application for a DCO (see the Post-Operational Strategy appended to the Planning Statement for details).</p> <p>One consultation comment raised queries about the differentiation between the West Somerset and Sedgemoor District Councils' Supplementary Planning Document (SPD) and EDF Energy's consultations. The SPD was drafted by the Councils for consultation and has had no input from EDF Energy in its preparation. It is therefore entirely separate from EDF Energy's proposed development and associated consultations. EDF Energy has submitted representations to the Councils' SPD and these will be considered by the Councils prior to adoption of the document. EDF Energy has taken account of relevant national and local planning policies in preparing its application for a DCO. This context is described further in Volume 1 Chapter 4 of the Environmental Statement, and in the Planning Statement which accompanies the application for a DCO.</p> <p>The Planning Performance Agreement, referred to in one consultation response, is an agreement made between EDF Energy and the Councils (Somerset County, West Somerset and Sedgemoor District Councils) with regard to the services that the Councils provide to EDF Energy to progress the application for a DCO.</p> <p>A concern was also raised that the proposals for accommodation at Cannington Court were not included in EDF Energy's Stage 2 Update consultation. EDF Energy removed all proposals for accommodation in Cannington as part of its Stage 2 consultation. Therefore, there are no proposals for Cannington Court within the application for a DCO.</p> <p>Some consultation comments have said that the proposals should be decided by people who live in the</p>
Tractivity 246	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 am totally opposed to the proposals put forward affecting Cannington, Comwich, Williton & Bridgwater. I believe the proposals have been made as the cheapest cost to EDF without any consideration of the cost to the residents & damage done to their villages & way of life. According to the proposals for Cannington C, the first view to anyone arriving in the village would be a site of HGVs, storage, dormitories, parking etc. etc. Does this indicate a village 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 across 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 these facilities in one place, plus the benefit of having your staff o</p>	9342-437-3693	/			<p>The Planning Performance Agreement, referred to in one consultation response, is an agreement made between EDF Energy and the Councils (Somerset County, West Somerset and Sedgemoor District Councils) with regard to the services that the Councils provide to EDF Energy to progress the application for a DCO.</p> <p>A concern was also raised that the proposals for accommodation at Cannington Court were not included in EDF Energy's Stage 2 Update consultation. EDF Energy removed all proposals for accommodation in Cannington as part of its Stage 2 consultation. Therefore, there are no proposals for Cannington Court within the application for a DCO.</p> <p>Some consultation comments have said that the proposals should be decided by people who live in the</p>
Tractivity 252	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Don't make the Park-and-Ride a permanent feature. Make sure that Cannington villagers are not subjected to 24-hour noise from the freight concentration facilities. Leave the place tidy when you have finished. Give some land to villagers for community use when construction is ended. PLEASE consult the villagers BEFORE you reach decisions. You dropped proposals onto Cannington villagers having kept us out of ANY involvement during the planning process. That is HATEFUL!</p>	8945-437-1146	/			<p>The Planning Performance Agreement, referred to in one consultation response, is an agreement made between EDF Energy and the Councils (Somerset County, West Somerset and Sedgemoor District Councils) with regard to the services that the Councils provide to EDF Energy to progress the application for a DCO.</p> <p>A concern was also raised that the proposals for accommodation at Cannington Court were not included in EDF Energy's Stage 2 Update consultation. EDF Energy removed all proposals for accommodation in Cannington as part of its Stage 2 consultation. Therefore, there are no proposals for Cannington Court within the application for a DCO.</p> <p>Some consultation comments have said that the proposals should be decided by people who live in the</p>

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Tractivity 252	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>Make sure that Cannington people get any benefit from the Cannington sites and that the land does NOT go to the College.</p> <p>The College looks after its own interests and NOT the interests of Cannington's inhabitants.</p> <p>A commercial sports complex would be seen as a disaster by all villagers.</p>	8945-437-3618	/			area. The Planning Act 2008 requires EDF Energy to make the application to the Infrastructure Planning Commission (IPC), which will consider the proposals independently, having regard to relevant National Policy Statements and other relevant considerations, including local impact. EDF Energy has carried out extensive consultation prior to submission of the application to the IPC, to enable the local community to comment on, influence and inform the proposals.
Tractivity 271	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>This is a project that will change Cannington and its outlying areas forever. Yes, we need progress to survive, but at what cost? TO think that peoples' land can be taken from them with the power of a compulsory purchase order is outrageous.</p>	8960-437-3473			/	
Tractivity 433	Public	Stage 1	<p>8. What do you think of our proposals for the use of Combwich Wharf?</p> <p>I think that both Bridgwater sites should be used in order to capture traffic leaving the motorway at either junction rather than a choice between them.</p> <p>If a site was chosen either in Bridgwater or closer to Bridgwater than Cannington, such as on the straight piece of A39 as already suggested for a Park and Ride neither CAN A or CAN B would be required.</p> <p>I have a particular problem with the siting of this facility at CAN B due to my house (Personal details removed) being at the centre of this land - see the box outlined on the map for CAN B. Our quality of life would be disturbed from rural view to that of a transport depot with the associated noise, exhaust and lighting pollution.</p>	9353-437-6377	/			
Tractivity 433	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>(Personal details removed) is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in (Personal details removed) will be reduced both in the long and short term.</p> <p>Our properties will be devalued and we will have to suffer noise, exhaust, dust and light pollution as well as the visual impact of any development.</p> <p>The by pass routes both impact too as indicated in earlier questions.</p> <p>This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks and their outfall. when the quarry tried to pump out the water all of the local water courses were raised in</p>	9353-437-8734	/			

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Tractivity 505	Public	Stage 1	I think EDF should take on board what Cannington residents want and the general views that I personally I have is that they don't want any housing or park and ride in the village.	9178-437-3860			/	
Tractivity 516	Public	Stage 1	EDF's proposals for park and ride and freight consolidation in the village of Cannington are not acceptable and would be completely unnecessary if the correct road infrastructure was put in place. Why are EDF ignoring recommendations made by the 1989 public inquiry on the construction of Hinkley C?	9188-437-937	/			
Tractivity 602	Public	Stage 1	5. Please give reasons for your preference Cannington should not be sacrificed for the sake of the development. A complete infrastructure must be considered - and planned , and developed. Question 5 - Recipient write "Neither.	9268-437-1634	/			
Tractivity 612	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. With the Cannington preferred site would want to know more about how this will affect Cannington Brook and any measures that can be put into place to prevent flooding.	9276-437-2415	/			
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.	9282-437-1071	/			
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	We had the advantage of being informed by a member of the community about the CAN B proposal when they received it 2 weeks ago. As I told you on Saturday, I then passed this information on to our neighbours. Informing us of the edf plans should have been the job of edf. I should not have been in the position of knocking on doors to inform the neighbours that their lives could be changed forever. I can not begin to think how we would have all reacted if the first detailed plan we saw had been on Saturday at the Village Hall. We are also concerned that we will find out about the chosen final proposals in the same way. I trust that edf will now realise that they have a duty of information to affect residential property owners not just those farmers with a few acres that you might want to use.	9369-437-3378			/	

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Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>i) (Personal details removed) is at the centre of NW Search area CAN-B.</p> <p>- 4.6.2 ... "existing residential properties would be excluded from any development area"</p> <p>Explain further what is regarded as being excluded from any development areas as on the map we are at the centre of it.</p> <p>- 4.6.4 ... "located away from residential properties"</p> <p>Not from this map it isn't.</p>	9369-437-4297	/			
Tractivity 30697	Public	Stage 1	<p>You say that EDF Energy does not intend to purchase our home if a Park and Ride facility is located in the search area to the North West of the village of Cannington. I know that you have given this assurance to our neighbours.</p> <p>In identifying this site as a potential Park and Ride you will know that if it goes ahead, it will totally destroy the hamlet of Putnell and the habitat in which six households live.</p> <p>We have had a meeting with (Personal details removed) and put it to him that there are other locations that would not impose the noise, the floodlighting, the lack of privacy and the dramatic loss of value of the property to any households.</p> <p>One option we discussed I have shown on the enclosed map.</p> <p>It is on the A39, the route from Bridgwater, it is flat, it is above the flood table and is convenient for either of the Cannington by-pass options. What is even more important there are no households that would suffer the fate of being within a Park and Ride area.</p>	9383-437-237	/			
Tractivity 50878	Public	Stage 1	<p>But I cannot see any merit in having a park and ride at Cannington. I say this not merely as a resident of Cannington but because the proposal is to my mind illogical. If the Williton park and ride is meant to catch traffic coming from Minehead, then the Cannington one must be meant primarily to catch traffic coming from Bridgwater. The shorter document (p. 7) says the purpose of park and ride sites is "to reduce the number of cars travelling on the local roads": if the A39 is for this purpose a local road between Williton and Cannington, why is it not a local road between Cannington and Bridgwater? Surely it would be better if the traffic in question were caught by one of the five park and ride sites which are being canvassed at the two motorway junctions near Bridgwater.</p>	9393-437-7738	/			
Tractivity 62299	Public	Stage 2	<p>We are pleased to note that EDF no longer propose an accommodation campus or any freight facilities in Cannington. Unfortunately however a Park & Ride/Western Bypass still appear to be on your agenda in the second stage consultation. Our community did not invite you (EDF) or your infrastructure proposals for Hinkley Point C into our village.</p>	9990-437-0			/	
Tractivity 62460	Public	Stage 2	<p>The Park & Ride scheme which EDF envisage for Cannington and Williton with the veiled indication of returning these green fields sites back to green fields after the C station is built is an untruth. Experience shows that after the Park & Ride comes 'Brown Field Site' status and housing development follows.</p>	10083-437-1026			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62543	Public	Stage 2	We have no objections to the building of the power station but totally reject the proposals for Cannington and surrounding villages and Bridgwater.	10108-437-174			/	
Tractivity 62543	Public	Stage 2	We all live in a village because that is our ideal, worked for over many years, and fiercely defend our right not to be annihilated. From comments made at various meetings E.D.F. seem to have no idea or concern for the chaos their proposals will create nor the destruction of the village as we know it.	10108-437-325			/	
Tractivity 62609	Public	Stage 2	What is the revised Park & Ride in Cannington to be used for VISITORS OR WORKERS	10156-437-77			/	
British Telecommunications (BT)	Statutory Consultee	Stage 2	Openreach apparatus will be affected within your areas of interest. Openreach records indicate that a substantial amount of our apparatus exists near to the areas of your proposed works, which will need to be diverted. Please note that no site survey's have yet been carried out at this stage and will be chargeable, and therefore can you please contact us directly so that we can provide you with the necessary estimate of costs to provide survey's and any subsequent alteration/diversion. Plans of at least 1:500 will be required.	10200-437-180			/	
Cannington Parish Council	Statutory Consultee	Stage 2	16.0 Mitigation; It Is the Council's hope that together with EDF, any future developments for Cannington can be discussed with both parties for the good of the community, some already registered with EDF, that will benefit the village and residents after the building work is completed for the project at Hinkley Point,	10221-437-16707			/	
Fiddington Parish Council	Statutory Consultee	Stage 2	We feel that EDF have failed to take into account the severe disruption and inconvenience to local communities by their ill thought out proposals for freight consolidation, park and ride and accommodation around Cannington, Williton and J23 and J24 of the M5.	10223-437-4498			/	

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 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	<p>we wish to draw your attention to a number of documents which we believe are missing from the Stage 2 consultation. Specifically, the documents that are missing are:</p> <p>Thematic Vision Next Steps Document</p> <p>Freight Management Strategy Updated Saturn Forecasting Report</p> <p>Supporting Traffic Flow data</p> <p>Paramics Forecasting Report</p> <p>Local Model Validation Report (Saturn and Paramics)</p> <p>Draft Transport Assessment</p> <p>Legacy plans for both the proposed M5 Park & Ride sites Visitor Management Strategy Site Waste Management Plan</p> <p>Integrated Waste Strategy Construction Management Plan Environmental Management and Monitoring Plan Detailed 1:500 drawings of Masterplans</p> <p>Overarching Accommodation Strategy including location of temporary accommodation, permanent and affordable housing, housing sector mitigation and details of management systems to be employed Community Safety and Wellbeing Plan</p> <p>Procurement Strategy and Contract Implementation Strategy</p> <p>Operations Workforce Development Strategy</p> <p>Lighting Strategy</p> <p>Delivery Plan for the Low Carbon Business Cluster</p> <p>Fire and Rescue Resourcing Strategy</p> <p>Ambulance Resourcing Strategy</p> <p>Security Management Strategy</p> <p>Incident Management Plan</p> <p>Archaeology - Written Scheme of Investigation,</p> <p>Amec 2009 'Cultural Heritage Desk-Based Assessment, Hinkley Point</p> <p>Hinkley Point Foreshore Survey, Gloucester CC Archaeology Service</p> <p>Intertidal and offshore Archaeology at Hinkley Point</p> <p>Cannington Bypass - Geophysical Survey</p> <p>Junction 24 P and R - Geophysical Survey</p> <p>Junction 23 P and R - Geophysical Survey</p> <p>Wiliiton - Geophysical Survey</p> <p>Combwich - Geophysical Survey</p> <p>Integrated Land Management Plan</p> <p>Site Drainage Management Scheme</p> <p>Soil Management Plan</p> <p>Ecology Surveys Findings</p>	10275-437-836			/	

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Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	As the deadline for consultation for Phase 1 approaches, I would like to say thank you for the time you spent on Saturday November 28th 2000 at Cannington Village Hall with my daughter and myself regarding our concerns specifically with the CAN A proposals. I would like to re-iterate the points we covered and ask your assurance that our concerns will be considered.	10276-437-0			/	
Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	We also discussed the way my husband and I received the news that our field was under consideration for purchase - a gentleman arrived at our home at lunch time on November 11th to tell us; no appointment, no prior warning. It was devastating news. I asked you had any studies been published regarding the after effects of a Nuclear Power Station being constructed near a small community, especially the psychological, emotional, spiritual, social and physical impact on ordinary people. You said no such studies had been undertaken even though 58 studies had been built and the impact on local communities must be substantial. We also discussed the impact of Park and Ride for 900+ vehicles, the noise, light pollution around the clock, the fumes and the litter. A hostel for 300 workmen who will have plenty of money, free time and be testosterone charged. Where will all this energy be directed? What plans are there to combat drink, drugs, abuse, fighting, petty crime, pregnancies and family breakup? This workforce will have no loyalty to Cannington or its environs and as only 5% of the work force will be women (in traditional roles, shame on you) there will be few softeners to calm behaviour.	10276-437-2690	/			
Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	Cannington was promised twenty years ago that in the event of another power station, we would not suffer as we had for Hinkley A and B. What has happened to that promise?	10276-437-4101	/			
Tractivity 62628	Dual - Consultee with an Interest in Land and Public	Stage 2	called into the office at 3.30pm today to ask if anyone from the company were going to contact him with regard to the plans for (Personal details removed) at Cannington? The lane in question forms part of his access. He feels that they have been given no information and would like someone to call with some relevant information	10281-437-144			/	
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Action: Proposals will need to clearly demonstrate how ecology is factored into development proposals	89085-437-1888	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Noise and Air Quality - the cumulative impacts with the park and ride construction and operation should be assessed fully.	89202-437-2628	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- As noted above with the Cannington Bypass, the in-combination effects of noise and air quality need to be considered together with the park and ride proposal.	89202-437-3320	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	<p>- Pollution control is an important consideration to ensure legacy use (reinstatement to agriculture) is successful, and detail will need to be submitted to enable assessment of the measures and process to be taken.</p> <p>- There is a suggestion that an alternative site may be found (paragraph 4.1.5 of the Environmental Appraisal Chapter states "should an alternative site be found in the future"). Reference to design evolution also points towards a flexibility of siting the park and ride. Clarity and certainty of the proposal's siting would be welcomed and it is a concern that a further change may not be afforded appropriate time for full consideration.</p> <p>- Sight of the Operational Management Plan would be welcomed to enable a comprehensive response to the consultation.</p> <p>- There is a low importance afforded to the public right of way affected. The route is a public highway which has to be dealt with appropriately.</p>	89202-437-3806	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Justification of the overall transport strategy. To be supported by findings from the transport modelling and a draft of the transport assessment that has informed the approach to the identification of associated development sites and the proposals for supporting infrastructure, such as park and ride sites and bypass proposals. This should include a NATA assessment of bypass options.	89324-437-4988	/			

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 following concerns have been identified with respect of the flood risk study report for the Cannington Park and Ride: - There is no evidence of consultation with Environment Agency as well as the Somerset Drainage Boards Consortium.	89408-437-14658	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The report states the site is in Flood Zone 1. As the study includes fluvial analysis it is uncertain if the flood risk vulnerability is correctly matched to flood zone compatibility. It is also unclear if the residual flood risk has been understood?	89408-437-14904	/			
Tractivity 62915	Public	Stage 2 Update	Further to the Pre-Application Consultation 2A meeting at Cannington on Friday 4 March 2011, to discuss the EDF's update on the proposed changes to "Preferred Proposals" February 2011 plus Draft Freight Management Strategy dated February 2011 our views are as follows: 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	89666-437-0	/			

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Tractivity 62915	Public	Stage 2 Update	<p>Park & Ride</p> <p>In the Consultation Document it states that the Park & Ride at Cannington will be removed after the construction of Hinkley Point C and that the land will be restored to a Greenfield site. At the above meeting, when questioned about this, it became obvious that this is not the intention of EDF in fact it was admitted by EDF staff that the Park & Ride facility will remain after construction of HPC to continue to be used by EDF for their transport etc.</p> <p>There are a number of key issues relating to this proposed park & ride facility i.e.</p> <ul style="list-style-type: none"> a) close proximity to residential accommodation b) flooding issues not addressed within this document c) noise/disturbance between 5am - midnight plus x 7 days per week d) light pollution e) possibility of future nightshifts f) dangerous access onto existing bypass because of the speed of traffic approaching the proposed g) access to the facility h) green field location outside village perimeter i) NO LEGACY BENEFIT FOR THE VILLAGE <p>No evidence has been produced for the need to provide a Park & Ride at Cannington on a green field site. If proven a necessary requirement then provision on the west of Bridgwater would alleviate traffic on the A39.</p>	89666-437-1161	/			
Tractivity 62915	Public	Stage 2 Update	<p>Within the Stage 1/Stage 2 Consultations the most important views from the majority of Cannington residents were almost completely ignored by EDF. This has been a PR exercise and not a consultation there is no legacy for the village of Cannington.</p>	89666-437-5071	/			
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	<p>We refer to the issue of (Personal details removed) admission that the Cannington Park & Ride is now being considered as a permanent fixture (see question 5). In fact, (Personal details removed) went on further to express the fact that any of EDF's proposals could change markedly from the position taken at Stage 2a in the submission to the IPC.</p> <p>How are we expected to have any trust in an organisation that is constantly "moving the goalposts" and in consequence, what has been the point of all these consultation processes? These possible changes would be Machiavellian in the extreme and only confirms that local residents are being duped into acquiescence, only to be possibly faced with totally different proposals in the future. This is a totally unacceptable way for EDF to behave and we are very angry about this.</p>	89689-437-5061	/			
Cannington Parish Council	statutory consultee	Stage 2 Update	<p>6.4 This Council is pleased that some of the recommendations made by Cannington Parish Council have been implemented.</p>	89748-437-3706			/	

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	We do not consider that the material presented in this consultation addresses all of the Councils' previous comments and we are frustrated by the lack of detailed direct engagement with local planning authorities on associated development proposals.	89873-437-980	/			
40	Comments received under the EIR from the IPC	Stage 2 Update	Within the Stage 1 / Stage 2 consultations the most important views from the majority of Cannington residents were almost completely ignored by EDF. This has been a PR exercise and not a consultation there is no legacy for the village of Cannington.	89909-437-5140			/	

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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>The following planning policies apply to the consideration of proposals for the site:</p> <ul style="list-style-type: none"> The site falls outside the defined settlement boundary for Cannington. Local Plan Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled. An area of land to the north of the site is designated as Green Wedge in the Local Plan. Local Plan Policy CNE4 encourages positive land management for landscape, amenity and nature conservation in these areas. The site is located within the setting of Cannington Conservation Area. Local Plan Policy HE4 advises that new development should positively enhance the character or setting of the Conservation Area. The site bounds the functional floodplain of Cannington Brook (Flood Zone 3b). Cannington Brook, located to the west of the site, is a designated County Wildlife Site, where legally protected species have been recorded. Local Plan Policy CNE9 states that where planning permission is sought for development which would damage the nature conservation value of a site, such damage should be kept to a minimum and mitigation or compensation measures provided. Developers are encouraged to make positive provision for wildlife through appropriate habitat creation/restoration and subsequent management. Cannington is identified in the Core Strategy Preferred Options as a Key Rural Settlement, with potential for limited housing and small-scale development growth. 	89373-529-1433			/	<p>The compliance of the proposed park and ride site in Cannington with relevant national, regional and local planning policy is addressed in detail in the Planning Statement submitted with this application for a Development Consent Order (DCO). Compliance with key policies highlighted in responses received during all stages of consultation is summarised below.</p> <p>Policy STR3 of the Adopted Sedgemoor Local Plan (September 2004) relates to development outside settlement boundaries and states:</p> <p><i>“The countryside will be protected for its own sake. Outside the defined development boundaries, new house building and other new development will be strictly controlled. Development will not be permitted unless it accords with other policies in this plan which provide, exceptionally, for development in the countryside. In general, all such development will benefit economic activity, will maintain or enhance the environment and will not increase the need to travel.”</i></p> <p>The compliance of the proposals with the policies referred to in the consultation response are addressed in detail in the Planning Statement. In general, the proposed park and ride facility at Cannington will benefit economic activity through being an essential component of the Hinkley Point C Project (HPC Project), which is creating significant employment. An assessment of the economic impacts of the proposals can be found in Volume 6 of the Environmental Statement (ES). The proposed park and ride facility would provide appropriate landscape mitigation, which is also described in Volume 6 of the ES. After the use of the site for a park and ride facility, it will be restored to greenfield land. In the longer term, after the use of the site as a park and ride facility, a proportion of the proposed additional planting would remain in place to the overall benefit of the environment. The overall objective of the park and ride strategy is to reduce the need to travel. The park and ride strategy forms part of the wider transport strategy by encouraging sustainable modes of travel and reducing the number of private vehicle trips attracted by the construction site. The location of park and ride facility, close to Cannington village centre, also enables workers living within or close by to Cannington to walk or cycle to the park and ride site, before boarding a bus to be taken to the HPC site.</p> <p>The Cannington A search area, which was EDF Energy's preferred location at the Stage 1 consultation, included within it land which was designated as a green wedge, edge or strategic gap, subject to Policy CNE4 of the Sedgemoor Local Plan (2004). The site proposed for a park and ride facility</p>
Highways Agency	Statutory Consultee	Stage 1	Cannington is located approximately 4km to the west of Bridgwater, 6km from Junction 23 and 7km from Junction 24 of the M5. The village is primarily served by the A39 which passes through Bridgwater and connects onto the A38 which leads to both Junctions 23 and 24 of the M5. The Park and Ride / freight centre sites (Sites A1, A2, A3, 4B, 4C, 4D, 4G and 4F) are all located on the boundary or near to the village of Cannington. Therefore, Policy STR3 is applicable for sites outside of the defined settlement boundary.	88880-435-10372			/	
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>f) The need for the workers accommodation on the main site itself has not been clearly established in the consultation report. The location of workers accommodation on site is a matter of significant public concern. The document does not provide a robust evidence base that establishes the grounds upon which this development is required. Furthermore, if workers accommodation is considered to be necessary, it is suggested that EDF should clearly state how the potential social issues of locating a significant number of workers will not have a negative impact upon the local communities in close proximity to the site.</p> <p>g) During the construction phase of the development there will clearly be a significant amount of construction waste that arises. The Stage 1 consultation report makes no reference to how this waste will be managed and notably there is no recognition of the value of, and the requirement for a Site Waste Management Plan. In order to fully assess the impact of the</p>	87920-435-0	/			

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			<p>development it is essential that full consideration is given to the management of the wastes that are generated and need to be transported, stored and disposed of during the construction phase.</p> <p>h) Site investigations of the archaeological resource have included a Desk Based Assessment and a geophysical survey. These surveys have identified a number of buried archaeological features including a small Roman settlement and potential prehistoric/early medieval occupation. The site is currently subject to a trial trench evaluation based on the results of the surveys. The results of this evaluation will be used to determine the nature, character, date and extent of remains on the site. The non-intrusive surveys show that the site has potential for remains in the form of settlements and associated activities so the information from the trial trenching is integral to formulating a statement of significance. Until this information is complete it is not possible to make any reasoned decision concerning the archaeological resource on the site.</p> <p>Associated Development: General Comments - Section 4</p> <p>From the information set out within the Stage 1 consultation report the following general comments relating to associated development proposals should be taken into account;</p>					<p>in Cannington as part of the application for a DCO specifically excludes this land, in order to retain it as a benefit which will provide both a visual break between the village and the park and ride facility, during the construction of the HPC development, and enable additional landscaped screening. EDF Energy has also developed a Post-Operational Strategy, appended to the Planning Statement, to provide long-term landscape and amenity benefits, through restoring the site to agricultural land following construction of HPC.</p> <p>Development on the proposed park and ride site has the potential to affect the setting of the Cannington Conservation Area and Policy HE4 of the Sedgemoor Local Plan (2004) states that development should positively enhance the character or setting of Conservation Areas. Volume 6 of the Environmental Statement provides an assessment of the effect of the proposals on the historic environment, including on the setting of Cannington Conservation Area.</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>The Stage 1 Consultation Stage 1 document identifies a series of planning matters that apply to the CAN-A search area, which have been supplemented here with relevant policy guidance where relevant:</p> <ul style="list-style-type: none"> - The search area falls outside the defined settlement boundary. Local Plan Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled. - Part of the area falls within a Local Plan Green Wedge designation. Local Plan Policy CNE4 encourages positive land management for landscape, amenity and nature conservation in these areas. - The search area falls within the setting of Cannington Conservation Area. Policy HE4 advises that new development should positively enhance the character or setting of the Conservation Area. - Part of the search area falls within the functional floodplain of Cannington Brook (Flood Zone 3b). PPS25 states that only water-compatible uses and essential infrastructure should be permitted in these areas. - Cannington is identified in the Core Strategy Preferred Options as a Key Rural Settlement, with potential for limited housing and small-scale development growth. 	88350-435-2461			/	<p>In their joint response to the Stage 2 Update consultation, Sedgemoor District Council (SDC) and West Somerset Council (WSC) acknowledged that in broad terms Cannington would be an acceptable location for a park and ride facility serving the rural area, subject to further detail on the transport strategy. Mitigation of impacts, design and legacy, are provided in this application for a DCO in the Transport Assessment, Volume 6 of the Environmental Statement and the Cannington Park and Ride Design and Access Statement.</p> <p>EDF Energy specifically identified the site that is proposed for a park and ride facility as part of this application for a DCO, which was the site proposed in the Stage 2 Update consultation, to be outside of the functional flood plain of Cannington Brook, in order to respond to concerns about the location of development within the Cannington Brook flood plain. Full details of the impact of the proposed park and ride facility in terms of flood risk is provided in the Flood</p>

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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>- The search area falls outside the defined settlement boundary. Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled;</p> <p>- The search area is located in an area of high quality agricultural land, designated as Best Agricultural Land in the Local Plan. PPS7 recommends that development is avoided on land of this quality wherever possible;</p> <p>- The search area is located within the setting of two Scheduled Monuments, an Iron Age/Roman British Settlement and an Iron Age hillfort, Cynwit Castle, which is also known as Cannington Camp. Policy HE11 advises that planning permission will not be granted for development that would damage or destroy these sites or their settings unless the importance of the proposed development outweighs the national significance of the remains;</p> <p>- The Somerset Minerals Local Plan (2004) indicates that the area lies within the Mineral Consultation Area for Cannington Park/Castle Hill Quarries;</p> <p>- Cannington is identified in the Core Strategy Preferred Options as a Key Rural Settlement, with potential for limited housing and small-scale development growth.</p> <p>In addition, Cannington Quarry is a designated County Geological Site where appropriate habitat protection and enhancement measures would be sought (Local Plan policy CNE9).</p> <p>The policy presumption is for strict control of development outside the defined settlement boundary of Cannington, although it is acknowledged that there could be a special case for associated development linked to Hinkley. It is the initial view of Sedgemoor DC that Search Area CAN-B is not suitable for the development proposed:</p> <p>- Park & Ride facility - the large scale of Park & Ride facilities proposed at Cannington is questioned and will require further justification. Search Area CAN-A may be preferred to CAN-B due to the location closer to Cannington village, which would encourage walking rather than driving from the village to access bus services.</p> <p>- Freight Consolidation Facility - proposals for freight consolidation facilities at Cannington are not supported by Sedgemoor District Council at this time. Should it be demonstrated that a facility at Cannington is absolutely necessary for an effective freight consolidation strategy, it is the Council's initial view that search area CAN-B would be preferred over CAN-A as there would be reduced disturbance to residential properties (although it is noted that there are a number of properties adjacent to the site).</p> <p>- Cannington Quarry is a designated County Geological Site and a site where significant archaeological remains have been recovered in the past. For these reasons the proposals for the quarry are not supported and EDF Energy are urged to consider and present further options for spoil disposal. The use of spoil in flood risk management works is a beneficial reuse option that should be investigated.</p>	88370-435-1554			/	<p>Risk Assessment.</p> <p>Cannington C (CAN-C) and Cannington D (CAN-D) search areas were identified during the Stage 1 consultation, as potentially suitable locations for campus accommodation for up to 120 construction workers. At Stage 2 consultation, EDF Energy developed the Accommodation Strategy further and decided that it would not be appropriate to locate construction worker accommodation within the settlement of Cannington on the basis that there were more sustainable sites in Bridgwater, which would better accord with national, regional and local planning policy. Neither CAN-C nor CAN-D were considered as appropriate sites for the proposed park and ride facility on the basis that they are in the centre of Cannington village and would result in a higher level of vehicle movements travelling through or around Cannington. On this basis, the site specific policies relevant to these wider search areas have not been considered further in the DCO documentation.</p> <p>One consultation comment raised queries about the differentiation between the Councils' Supplementary Planning Document (SPD) and EDF Energy's consultations. The SPD has been drafted by the Council for consultation and has had no input from EDF Energy in its preparation. It is therefore entirely separate from EDF Energy's consultation on its proposals. EDF Energy has made its own consultation response to the Councils' SPD. The SPD is intended to guide EDF Energy in preparing a DCO application and any related planning applications submitted to SDC and to inform decision making bodies on important local considerations (refer to the Planning Statement for status of the SPD), whereas EDF Energy's consultation has been on its proposals to be applied for through the application for a DCO.</p> <p>EDF Energy's application for a DCO considers all relevant policies in their form at the time of submission.</p>

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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"> - CAN-C is located within the defined settlement boundary of Cannington. Policy STR4 applies a sequential test for the identification of sites, expressing a preference for development on brownfield or redevelopment sites within existing settlements. Similarly, Core Strategy Preferred Option SS1 proposes limited growth in Key Rural Settlements, such as Cannington, through infill and redevelopment opportunities. CAN-C, which proposes the refurbishment of existing accommodation, conforms with this principle; - CAN-D would involve the development of land outside the defined settlement boundary, which is currently in use as a golf course education/training facility. Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled; - Search area CAN-C is located within Cannington Conservation Area. Policy HE4 advises that new development should positively enhance the character or setting of the Conservation Area. 	88380-435-3196			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Environmental Appraisal Volume 3 Chapter 4, 4.11, Landscape, all planning policy is rather out of date but Local Development Frameworks not yet advance/approved. Regional Guidance is no longer relevant due to the 2010 change of national government.	89248-435-1911			/	

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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>The following planning policies apply to the consideration of proposals for the site:</p> <ul style="list-style-type: none"> The site falls outside the defined settlement boundary for Cannington. Local Plan Policy STR3 states that outside defined settlement boundaries, development will be strictly controlled. An area of land to the north of the site is designated as Green Wedge in the Local Plan. Local Plan Policy CNE4 encourages positive land management for landscape, amenity and nature conservation in these areas. The site is located within the setting of Cannington Conservation Area. Local Plan Policy HE4 advises that new development should positively enhance the character or setting of the Conservation Area. The site bounds the functional floodplain of Cannington Brook (Flood Zone 3b). Cannington Brook, located to the west of the site, is a designated County Wildlife Site, where legally protected species have been recorded. Local Plan Policy CNE9 states that where planning permission is sought for development which would damage the nature conservation value of a site, such damage should be kept to a minimum and mitigation or compensation measures provided. Developers are encouraged to make positive provision for wildlife through appropriate habitat creation/restoration and subsequent management. Cannington is identified in the Core Strategy Preferred Options as a Key Rural Settlement, with potential for limited housing and small-scale development growth. 	89373-435-1433			/	

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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>The policy presumption is for strict control of development outside the defined settlement boundary of Cannington, although it is acknowledged that the Hinkley Point C proposals represent special circumstances. It is the Council's view that the development of a Park and Ride at Cannington would be acceptable providing the following criteria are met:</p> <ul style="list-style-type: none"> It must be demonstrated that the Park and Ride forms part of a robust transport strategy and investment package that prevents adverse impacts arising and which contributes to the achievement of wider transport objectives. Improvements to the A39, delivery of safe cycle routes and integrated travel planning with Cannington and Bridgwater College should be pursued. Cannington residents will experience disturbance impacts during the construction, operation and removal of the Park and Ride facility, such as increased traffic movements and noise. EDF Energy should demonstrate that measures are taken to avoid and minimise harm, and that residual negative impacts are compensated such that the overall balance of outcomes is positive for the community at Cannington. Design measures that will reduce flood risk in Cannington, protect and enhance wildlife habitat and improve the cycling and walking network are welcomed. Proposals should contribute to the delivery of a Green Infrastructure Strategy for Cannington and the wider area. A legacy plan for the site and surrounding area should be agreed by EDF Energy, Sedgemoor District Council and Cannington Parish Council prior to the submission of the DCO application. 	89373-435-3116			/	
Tractivity 62898	Public	Stage 2 Update	<p>Along with many other residents of Cannington I attended a meeting on Thursday 10th at the college main hall primarily to debate the "Project Supplementary Planning Document" (draft form) all of 88 pages as released 1st March, otherwise referred to as the "SPD".</p> <p>At the open session I highlighted that there were anomalies between the above publication and green & orange EdF booklet handed out at their various presentations which took place 26th Feb at Williton to 5th March at Bridgwater. My concern was that the earlier EdF presentation did not relate to the content of the SPD document.</p> <p>When I look at the EdF version and backed up by the displays at the presentations I am somewhat confused as to the validity thereof. In fact I am questioning the soundness of both publications as there are clear differences. Both are dated Feb 2011 yet give differing viewpoints on various associated developments as well as mitigation offerings.</p> <p>My initial reaction was that the SPD was council driven, and were perhaps suggestions or pointers toward the best approach to any solution or offerings by EdF. However it is clearly stated in the foreword of the SPD page 2; paragraph 1.8 "Part of a Planning Performance Agreement, in collaboration with EDF".</p> <p>So if this is a joint effort then I feel justified to be concerned.</p> <p>May I highlight examples which are particularly relevant for Cannington?</p> <p>-EdF document clearly shows a reduced park & ride for Cannington on page 21, yet the picture on the SPD page 73 is the earlier version.</p>	89658-435-0			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>-EdF publication fails to mention the proposal for Cannington Court, however it is on page 45 of the SPD box 24 refers</p> <p>-No mention of the A39 at all in the SPD as the following text from page 19 box 8 "Minimise the volume of road traffic associated with the development of the new power station at all times, but especially during peak hours and during the peak tourism season between the months of June, July and August. The efficient and safe functioning of key routes, including the M5, A38, A361, A370, A371 and A372 must be protected. "This is a very busy road, a Red-Route meaning that investigation into a Northern By-pass should be paramount.</p> <p>There are several other discrepancies between both booklets, but as they are not Cannington related, I don't feel I'm best placed to highlight as such. However each document seems to have their own agenda, which is why I believe that both publications may be uncertain.</p> <p>Turning it on its head, should the SPD be an accurate appraisal of something constructed between the local authorities and EdF then I must therefore question the integrity of the EdF publication, and the accompanying open days they held. In which case EdF need to carry out another round of presentations and issue further newsletters etc. Otherwise they will not be compliant with the code of practice with regard to the IPC in respect of full and proper consultation.</p> <p>I would like to know from all this which is the correct situation and which publication is actually appropriate and possibly be used as a template.</p> <p>The SPD was signed off 7th Feb by planning executives of both WSDC & SDC, yet the EdF Pre-Application CD was created 18th Feb. Therefore I would suggest that as the SPD pre-dates the EdF documentation then the SPD is consequently irrelevant and perhaps need to be re-drafted before any further considerations take place.</p> <p>If everything in the SPD document has been in consultation with EdF then we need to know why there are two conflicting publications and strategies, and we need to know which one should be adhered to and indeed commented upon. Also if as I suspect the SPD was drafted in advance of the EdF update to changes of preferred proposals, then surely the SPD is already out of date, inapplicable and needs to be reassessed and represented.</p>					

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Sedgemoor Local Plan (September 2004)</p> <ul style="list-style-type: none"> - STR3 - The countryside will be protected for its own sake. Outside defined settlement boundaries, new house building and other new development will be strictly controlled. - CNE4 - Areas of land which retain a largely rural character and appearance, and which have particular importance as Green Wedges, are defined on the proposals map. Positive land management which benefits the landscape, countryside access, amenity, nature conservation or urban area containment/enhancement functions of these areas will be encouraged and developments which would have a detrimental effect on these functions will not be permitted. - HE4 - Proposals for development that would affect the settings of Conservation Areas should protect important views into or out of the area and significant boundaries, open spaces, trees and other landscape features are identified, retained or enhanced. - CNE9 - Where a development would damage the nature conservation value of a site, such damage should be kept to a minimum and mitigation or compensation measures provided. Developers are encouraged to make positive provision for wildlife. - CNE2- Development which adversely affects local landscape character or scenic quality will not be permitted. In particular, siting and landscaping should take account of visibility from publicly accessible vantage points. - CNE15 - Development will not be permitted if it would increase the risk of flooding as a result of changes in surface water run-off or adversely affect water quality. 	89892-435-12248			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Sedgemoor Core Strategy Submission (February 2011)</p> <ul style="list-style-type: none"> - D9 Sustainable Transport and Movement - Travel management schemes and development proposals that reduce congestion and encourage and improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported. The Council will seek to ensure provision is made for inclusive, safe and convenient access for pedestrians, people with disabilities, cyclists and users of public transport that addresses the needs of all. - S1 Spatial Strategy for Sedgemoor - Development will be concentrated at those places which offer the greatest opportunity for appropriate sustainable development. In rural areas these include Key Rural Settlements. - P4 Key Rural Settlements (KRS) - Proposals for development in the KRS will be supported which are compatible with the scale and character of the community, enhance their role as service centres, support the needs of the local community, and encourage local job opportunities. - P6 Development in the Countryside - Proposals for new development outside of identified settlements will be strictly controlled. Development will be supported where it accords with other relevant policies contained in the Core Strategy that provide, exceptionally, for development in the countryside. - D20 Green Infrastructure (GI) - GI will be safeguarded, maintained and 	89892-435-13819			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>enhanced as appropriate to form a multi-functional resource that provide an accessible network of green spaces. These should maintain or enhance landscape character, image, biodiversity and recreational value of an area.</p> <p>- D14 Natural Landscape - Proposals should ensure that they enhance the landscape quality wherever possible or that there is no significant adverse impact on local landscape character, scenic quality and distinctive landscape features. All development proposals should contribute to enhancing and maintaining biodiversity, taking into account climate change and the need for habitats and species to adapt to it.</p> <p>- D16 Pollution Impact of Development, Residential Amenity - Development proposals that would result in the loss of land of recreational and/or amenity value or unacceptably impact upon the residential amenity of occupants of nearby dwellings and any potential future occupants will not be supported.</p>					

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Otterhampton Parish Council	Statutory Consultee	Stage 1	We would be strongly opposed to any such proposal, not only for its effect on the Parish, but also that the land involved is an SSSI and a European RAMSAR site. Before any such suggestion is considered we would ask for full consultation.	8718-436-4208			/	<p>The principle of a park and ride facility in Cannington to support the construction of the Hinkley Point C Project (HPC Project) is justified in detail in the Transport Assessment. In summary, the park and ride sites form part of an overall transport strategy to reduce the impact of traffic associated with the construction of the HPC Project on the local highway network, by intercepting car traffic at strategic points and providing parking and a direct bus service to the HPC Development site, and reducing car journeys and thus carbon emissions.</p> <p>The location of the park and ride facilities were selected based on the following criteria:</p> <ul style="list-style-type: none"> intercepting HPC workforce trips on key routes to the HPC development site to reduce the impact on the local highway network - the preferred park and ride sites have been identified to pick up as many employees as possible travelling from the north, south and west; on or near main access routes – avoiding increased mileage to access park and ride facilities; accessibility – providing access by non-car modes or ability to improve accessibility; away from residential areas – minimising disturbance to local residents both during the construction of the facility and operation; and sufficient land –locating where sufficient land is available. <p>A park and ride site has been proposed in Cannington to cater for those workers within the immediate catchment of the HPC development site (i.e. west of Bridgwater and within the Cannington area). If park and ride sites were only located at Bridgwater, or on the A39 between Cannington and Bridgwater, as some consultation responses have suggested, the workforce living closer to the HPC development site and in Cannington itself would have to travel back towards Bridgwater, further away from HPC, which would result in unnecessary trips on the local road network, contrary to the principle of the transport strategy.</p> <p>It is also proposed that the Cannington park and ride site be used by visitors to the HPC development site.</p>
Stockland Bristol Parish Council	Statutory Consultee	Stage 1	This Parish has grave concerns regarding the proposals set out within the document and considers them to be ill thought out and would have a devastating effect on Cannington and the surrounding villages. Please remember that to put Campuses full of well paid, operatives into an agricultural area of small villages with no infrastructures to support them will have devastating effect. Drink and Hard Drugs are already a problem in the area. Please remember that we will be left with the aftermath. These Campuses etc will be here for the next 20 years, and some Villages will never recover. You should not be passing your responsibility for your workforce onto our Villages. Finally on this subject to put a campus in the middle of a College, beggars belief! Whose idea was that!	8721-436-2092	/			
Highways Agency	Statutory Consultee	Stage 1	In terms of the proposed 'associated development' at Cannington, the Agency provided comments to the applicant in a letter dated the 4th August 2009. This concluded that in principle, the Agency is not opposed to the proposed development options - i.e. the bypass, employee accommodation, Park & Ride site and a freight consolidation centre. We would expect all of the proposals to be supported by a robust TA and to be incorporated into the TP as appropriate.	88860-436-12522			/	
Highways Agency	Statutory Consultee	Stage 1	Subject to further assessment work being provided, the Agency supports the principle of a Park and Ride site at either of these locations as a means to provide a public transport facility for construction workers at the Hinkley Point site who will be accommodated in Cannington.	88880-436-10895			/	
West Somerset Council	Local Authority	Stage 1	3.4.7 A number of concerns are raised about the transport issues within the report including - -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);	88790-436-23669	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	- We have concerns about the scale of the development that has been identified to potentially take place in Cannington. There is a significant risk that development in Cannington could have a detrimental impact upon the character of a small rural community.	87910-436-1238	/			

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	We have concerns about the scale of the development that has been identified to potentially take place in Cannington.	87940-436-255	/			Justification for the provision of a visitor car park at Cannington is provided in the Transport Assessment . EDF Energy has carried out an Alternative Site Assessment , as an Appendix to the Planning Statement , to ensure that all previously developed sites at Cannington were considered as potential alternative sites for the provision of a park and ride site before considering greenfield sites. This assessment demonstrates that there are no suitable alternative sites in Cannington that would fulfil the objectives of the transport strategy.
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.	8746-436-6614	/			Some consultation responses have raised concerns that the park and ride strategy is being put forward as the 'cheapest solution'. The transport strategy has been developed having regard to the most appropriate way to limit the impact on the local highway network through intercepting traffic at key points. Concerns raised by the consultation responses with regard to the need for a northern Bridgwater bypass, including the relevance of the 1989 HPC Inquiry, are dealt with elsewhere in the Northern Bridgwater Bypass Study .
Cannington Parish Council	Statutory Consultee	Stage 1	The Council is not in favour of a Park and Ride scheme in the village and feel that there are far better sites on "brown-field" land in Bridgwater that would be close to the motorway for ease of access.	8746-436-7476		/		There were significant concerns raised, particularly during the Stage 1 consultation, about the scale of development proposed and its impact on the small rural community of Cannington. In determining the most appropriate location for accommodation and freight facilities, EDF Energy has had regard to the character of the areas in which they are located and as such has removed all proposals for accommodation and freight facilities from Cannington, as explained below. As such, the proposals now include a relatively limited park and ride facility, which is located to the south of the village, within one field boundary. This is considered to be of a scale that is appropriate to Cannington, whilst reducing traffic travelling through the village. Many consultation responses welcomed the reduction in scale and supported the proposals presented at the Stage 2 Update consultation.
Cannington Parish Council	Statutory Consultee	Stage 1	The Council feels that once again this construction in a rural village would lose the village identity and therefore do not see this proposal as being suitable for Cannington. This is a green field site.	8746-436-7723	/			One consultee queried why a park and ride site was proposed in addition to a Cannington bypass. The two proposals are complimentary to each other and form part of an overall transport strategy to reduce car trips and minimise impact on the centre of Cannington. As explained above, the park and ride
Cannington Parish Council	Statutory Consultee	Stage 1	The Council is not in favour of a temporary freight consolidation area scheme in the village and feel that there are far better sites on "brown-field" land in Bridgwater that would be close to the motorway for ease of access.	8746-436-7959	/			
Cannington Parish Council	Statutory Consultee	Stage 1	The Council wishes to make it clear that in principle they are not opposed to the proposed build at Hinkley Point and can see great benefits to the village in the form of local trade and employment. However, it is their view that Cannington wishes to remain a village and feel therefore that there are much better sites in the local towns especially in Bridgwater.	8746-436-8511	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The emerging spatial strategy for Sedgemoor set out in the Core Strategy Preferred Options report identifies Cannington as one of ten potential 'Key Rural Settlements' and as such will be "the focus for only limited housing growth, within existing settlements through infill and redevelopment opportunities". The likely scale of growth for the Key Rural Settlements equates to about 1 or dwellings per annum. Cannington is a village with a population of approximately 2000 residents and a reasonable level of services and facilities for a village of its size. There is a concern that the introduction of temporary accommodation for 320 construction workers will be out of kilter with the scale and role of the village.	88290-436-580	/			

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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	Sedgemoor District Council (DC) propose that the quantity of bed spaces currently proposed for Cannington should be significantly reduced, but suggest that there may be scope for accommodating a limited number of construction workers in Cannington by one or both of the following means: - Accommodation of construction workers in refurbished college residences, as proposed for search area CAN-C. - Accommodation of construction workers and their families in dwellings provided on a rural exception site, which would be made available as affordable housing and/or sheltered housing for the elderly. The Council would welcome the opportunity for a joint discussion with EDF Energy, Cannington College, and Registered Social Landlords (RSLs) about the scope for housing a limited number of construction workers in Cannington.	88290-436-2324	/			site is proposed to reduce trips on the local highway network generally and is required even after the bypass becomes operational. Once the bypass is operational, it would not negate the need to limit car trips beyond Cannington. One consultee raised queries about the impact of the proposals on Storgursey, Burton and Shurton. The provision of a park and ride facility at Cannington, and the other park and ride sites, would reduce the level of car trips on the local highway network, including within these villages. The environmental impacts of the project are assessed within the Environmental Statement submitted with this application. Scale of Development
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The scale of the proposed facility at Cannington and Williton are questioned, on the basis that temporary development on greenfield sites is to be avoided if possible. Further information on how the capacity requirements have been calculated will be required.	88330-436-1867	/			EDF Energy considers that the principle of providing a park and ride facility in Cannington is strong and robust, however it has listened to the concerns of the local community and has significantly reduced the size of the proposals in Cannington. EDF Energy has consulted the local community, general public, statutory consultees, and other stakeholders, and had regard to comments received. Consultation comments received during the Stage 2 consultation have shown particular support for this reduction in scale.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	It is unclear how the proposals for search area CAN-A contribute to the objectives of the Council's emerging Core Strategy (para. 4.5.5, bullet 2 and para 4.5.10) given the concerns that they do not reflect the scale and character of the envisaged role of Cannington, as outlined in section 3.2. Furthermore, paragraph 4.5.5, bullet 4 of the Stage 1 Consultation document suggests a misunderstanding of the role of the Council's Strategic Housing Land Availability Assessment (SHLAA). The SHLAA does not set out the aspirations of the Council for future residential development, but represents evidence of future potential in terms of land supply.	88350-436-3790	/			The scale of development proposed at Cannington has been significantly reduced at both the Stage 2 and Stage 2 Update consultations, in response to concerns raised by the local community, members of the public, statutory consultees and other stakeholders. This is summarised below. At the Stage 1 consultation, EDF Energy identified land at Cannington as a potentially suitable location to accommodate some or all of the following land uses:
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The policy presumption is for strict control of development outside the defined settlement boundary of Cannington, although it is acknowledged that there could be a special case for associated development linked to Hinkley. It is the initial view of Sedgemoor DC that Search Area CAN-B is not suitable for the development proposed:	88370-436-2887	/			<ul style="list-style-type: none"> a campus to accommodate up to 200 construction workers with associated living and recreational facilities; a park and ride facility to accommodate up to 900 cars; and a freight consolidation facility for road-borne

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Cannington Women's Institute	Non-Statutory Consultee	Stage 1	Further objections are to having a hard standing for the parking for 900 cars as a park and ride and provision for a Freight Park. 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). The above plus an estimated 200 extra vehicles per day (An EDF statement) together with the existing Hinkley Point traffic will completely overwhelm our village road systems in spite of proposed road changes. (Shown in Green and Yellow on enclosed map.)	8765-436-900	/			freight. Two search areas were identified as potentially suitable locations for a park and ride facility, CAN-A and CAN-B. The CAN-A search area was located directly to the south of Cannington. The CAN-B search area was located to the north-west of Cannington, to the east of Cannington quarry and the west of Rodway Road. The Stage 1 consultation document stated that land to the south of Cannington was considered a potentially appropriate location for this development for the following reasons:
Save Cannington Action Group	Non-Statutory Consultee	Stage 1	We the undersigned who live in the Parish of Cannington reject all site-related activity within the Parish.	8777-436-0		/		<ul style="list-style-type: none"> its proximity to the local road network; its ability to contribute to the objectives of Sedgemoor District Council (details of compliance of the proposed development with policy is dealt with elsewhere in this report and in the Planning Statement, submitted with this application for a Development Consent Order (DCO)), in terms of promoting greater self-containment of the village by contributing to the provision of services, employment opportunities, infrastructure and transport in and around the village; and its location outside the floodplain and the potential for future legacy uses of part of the land for residential development.
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-436-4096	/			
Tractivity 705	Public	Stage 2	6. Any other ideas or comments? Shortest - and therefore cheapest !	9465-436-2926			/	The CAN-A search area was EDF Energy's preferred location for a park and ride facility at Stage 1 consultation. The CAN-B search area was EDF Energy's alternative location for a park and ride facility, but also had the potential to accommodate a freight consolidation facility for road and water borne
Tractivity 709	Public	Stage 2	6. Any other ideas or comments? Well done with this proposal	9467-436-3024			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 722	Public	Stage 2	<p>1. What are your views on the proposed arrangement and landscaping of the Hinkley Point C site?</p> <p>Box ticked: No opinion</p> <p>1. Any other ideas or comments?</p> <p>No comment</p> <p>2. We have reduced the amount of land to be used during construction in the southern part of the site in response to concerns from local residents. What are your views on this proposal?</p> <p>Box ticked: No opinion</p> <p>2. Any other ideas or comments?</p> <p>No comment</p> <p>3. In order to speed up the process of building the new power station, and enable us to finish work earlier, we intend to apply this summer to undertake preliminary works to prepare the main site and build a temporary jetty for the delivery of bulk materials. If permission for the power station is not obtained, we will be required to reinstate this land.</p> <p>What are your views on our plans for Preliminary Works?</p> <p>Box ticked: No opinion</p> <p>3. Any other ideas or comments?</p> <p>No comment</p>	9480-436-0			/	<p>freight and a spoil disposal site.</p> <p>EDF Energy also identified two further search areas, CAN-C and CAN-D, as potentially suitable locations for campus accommodation for up to 120 construction workers.</p> <p>At Stage 2 of its consultation EDF Energy refined its proposals for the CAN-A search area, removing both the campus accommodation and freight consolidation facility and reducing the size of the park and ride facility to 381 parking spaces to respond to significant concerns raised by the local community.</p> <p>At the Stage 2 consultation, the proposals related to a site of 8.9ha, within the CAN-A search area, located to the south-west of Cannington, with access off the A39. The CAN-B search area was not pursued further by EDF Energy on the basis that it would not intercept traffic before it entered Cannington and therefore would not accord with the transport strategy of reducing congestion on the local highway network. The CAN-B search area was also the subject of significant concerns raised by the local community in the hamlet of Putnell, which would have been located within the CAN-B search area.</p> <p>In EDF Energy's Stage 2 Update consultation, the size of the proposed park and ride facility decreased further to 252 parking spaces to reflect EDF Energy's expectation that fewer workers would be living near Cannington than originally envisaged and to respond to concerns raised by consultees.</p>
Tractivity 722	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>Shortest and cheapest does not mean best</p>	9480-436-2628			/	<p>In response to comments made by consultees during the Stage 2 consultation, the location of the proposed park and ride facility was also moved to the western part of the site, further from existing homes.</p>
Tractivity 737	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>This, and a bypass, would be unnecessary if you were to construct a direct route from Dunball. You have not demonstrated that you have given other options due consideration or provided sufficient evidence to question alternative routes to the site.</p>	9495-436-4105			/	<p>The scale of the park and ride development now proposed respects the scale and character of Cannington in that it is contained within a single field, within a limited area defined by Cannington and the A39, the development is for a temporary period of eight years and after the park and ride facility is no longer required by EDF Energy for the construction of the HPC development, it would be returned to agriculture.</p>
Tractivity 745	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 revised plans are much more acceptable and as a resident of Cannington fell that the proposals meet most of the local considerations.</p>	9503-436-5738			/	

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Tractivity 763	Public	Stage 2	7. Any other ideas or comments? Why can't all park and ride be in Bridgwater? We are a village!! Although billed as 'temporary' these facilities will be in place for much of my children's childhood. You have a responsibility to look realistically at our community. Who wants a 300 car park? Imagine all the congestion. Has anyone from EDF actually been on the A39 in the Summer? Bumper to bumper! This is a beautiful area - please don't spoil it. Bridgwater is a TOWN	9521-436-4826	/			Operation of Development Some consultation responses raised concerns that the HPC workforce would not use the park and ride site and therefore it is unnecessary. At induction, workforce would be allocated to a park and ride site and they would be required to use the facility. The way in which the Williton park and ride site will operate is described in detail in Volume 10, Chapter 4 of the Environmental Statement .
Tractivity 772	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Not happening	9530-436-3452			/	On first arrival at the HPC development site, as part of the induction process, all workforce will be asked to indicate their preference for the park and ride location they would like to use. Where numbers allow, EDF would allocate them to their preferred location however this may not always be possible and they may be allocated to an alternative location.
Tractivity 812	Public	Stage 2	7. Any other ideas or comments? we would agree that this is a good idea, and be interested in operating the site and buses	9570-436-3695			/	Mitigation The site that has been chosen for the park and ride development site in Cannington has been located to minimise disruption to the local community. EDF Energy has also listened to the concerns raised by residents, particularly with regard to noise, lighting and visual impacts, and has included mitigation to limit the impacts further. At Cannington, this has included:
Tractivity 824	Public	Stage 2	7. Any other ideas or comments? After how long, 10 or 15 years? No thanks	9582-436-3622			/	<ul style="list-style-type: none"> limiting the scale of the proposed park and ride so that it is within one field boundary and does not require any public footpaths to be diverted and includes limited disturbance to existing hedgerows;
Tractivity 830	Public	Stage 2	7. Any other ideas or comments? This is a matter for the local residents of Cannington to comment upon since it mainly affects them and their immediate environment. Note: see "Save Cannington Action Group Campaign" (Personal details removed)	9588-436-6806			/	<ul style="list-style-type: none"> providing supplementary hedgerow planting and new trees in the hedgerow adjacent to the field to the east of the park and ride site to help screen the development from homes at Oak Tree Way and Brownings Road;
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Absolute waste of good countryside and money - and unnecessary desecration of Cannington village. Will hardly be used!	9597-436-4703		/		<ul style="list-style-type: none"> providing shields on lighting to minimise outward spill;
Tractivity 844	Public	Stage 2	6. Any other ideas or comments? I have no opinion on this at present as I am not sure of the route, but if Cannington deserve a bypass so should any other villages that could be affected by your traffic.	9602-436-4156			/	<ul style="list-style-type: none"> proposing a security approach to minimise risk to the operation of the park and ride site;
Tractivity 849	Public	Stage 2	7. Any other ideas or comments? Just build a new road at Dunball and have your park and ride next to it. Cannington does not want this	9607-436-3506		/		<ul style="list-style-type: none"> limiting the size of the proposed small scale, temporary buildings on site and proposing an elevational treatment to respond to similar buildings in the locality; and providing bunding along the eastern and western edges of the park and ride site to help screen the

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Tractivity 849	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below We do not want any of this in Cannington. No park and rides and no bypass. Just build the new road from J23 M% Dunball to Hinkley Point and leave our village alone.	9607-436-6575		/		<p>development from homes on Mill Close, Brownings Road and Oak Tree Way.</p> <p>Further details on these proposals are provided in the Cannington Park and Ride Design and Access Statement.</p> <p>Consenting Process</p> <p>One consultee raised concerns that the park and ride site would by-pass normal planning procedures. This is not the case, the park and ride site forms part of the application for a DCO which is being made to the Infrastructure Planning Commission. All issues will be properly considered and the use of the site, during and after the construction of the HPC Project, would be properly controlled.</p>
Tractivity 855	Public	Stage 2	4. Any other ideas or comments? Do not utilise anywhere in Cannington!	9613-436-1490		/		
Tractivity 858	Public	Stage 2	7. Any other ideas or comments? As long as it is removed and not used for housing afterwards	9616-436-3288	/			
Tractivity 860	Public	Stage 2	5. Any other ideas or comments? Why do we have to have a park and ride in Cannington, why not go straight to H/P and Park, doing away with yet another Roundabout on the A39 to centre . The Park and ride would keep the traffic on the move.	9618-436-2025		/		
Tractivity 864	Public	Stage 2	7. Any other ideas or comments? So long as it is used; the restoration to green area afterwards is a good notion.	9622-436-3354			/	
Tractivity 875	Public	Stage 2	7. Any other ideas or comments? Fine	9633-436-3729			/	
Tractivity 877	Public	Stage 2	7. Any other ideas or comments? Not required if new road in 5 is built.	9635-436-3521			/	
Tractivity 879	Public	Stage 2	7. Any other ideas or comments? How long will this be? I think this would be a foot in the door for other development and would prefer the land to stay as it is.	9637-436-3362			/	
Tractivity 882	Public	Stage 2	7. Any other ideas or comments? See my comment to question 6. If this road is built there is no need for Park and Ride in Cannington	9640-436-3310		/		
Tractivity 884	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 general comment the proposals under stage 2 are a great improvement on the previous proposals as far as Cannington is concerned.	9642-436-6246			/	

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Tractivity 898	Public	Stage 2	6. Any other ideas or comments? It seems the shortest route and cost effective for EDF	9656-436-3251	/			
Tractivity 898	Public	Stage 2	7. Any other ideas or comments? The reduced capacity is a more feasible and acceptable proposal. Hopefully you will look at the lighting of this site night and day to disturb the village as little as possible and the houses sited close to the area.	9656-436-3761			/	
Tractivity 902	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below The current proposals will cause irreversible disruption to what is presently a thriving rural community (Combwich and Cannington).	9660-436-5749			/	
Tractivity 906	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below A good plan - minimising impact on Cannington	9664-436-5821			/	
Tractivity 908	Public	Stage 2	6. Any other ideas or comments? A Cannington bypass will be essential.	9666-436-3232			/	
Tractivity 908	Public	Stage 2	7. Any other ideas or comments? If you can find land for such a temporary carpark, it sounds a good idea. It will need to be easily accesible by the motorist and well signposted.	9666-436-3728			/	
Tractivity 913	Public	Stage 2	6. Any other ideas or comments? This again is EDF compromise and consideration at its best. It sounds very well thought out of course.	9671-436-3740			/	
Tractivity 913	Public	Stage 2	7. Any other ideas or comments? These facilities are the answer for the majority of workers.	9671-436-4298			/	
Tractivity 917	Public	Stage 2	7. Any other ideas or comments? Not required	9675-436-4211		/		
Tractivity 919	Public	Stage 2	7. Any other ideas or comments? Not required	9677-436-3188		/		

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Tractivity 923	Public	Stage 2	7. Any other ideas or comments? As mentioned before, a park & ride at Cannington is not acceptable to local residents and if the Western bypass was in place it would be un-necessary	9681-436-3910		/		
Tractivity 931	Public	Stage 2	7. Any other ideas or comments? Possible if it could be adequately policed and controlled.	9689-436-3703			/	
Tractivity 936	Public	Stage 2	7. Any other ideas or comments? A park and ride facility on the cannington bypass giving priority flow to the road by Hinkley workers is unacceptable. I know of no emergency service which has priority flow to their workers. This is undemocratic, it will give any company the right of passage for its workforce over the rights of the general public. the park and ride site will be deemed ?Brown Field? and will be developed for housing.	9694-436-4716		/		
Tractivity 937	Public	Stage 2	7. Any other ideas or comments? The A39 is already a busy congested road, to bring more traffic to it is a nightmare. Denmans Farm will be blighted for years.	9695-436-4640			/	
Tractivity 938	Public	Stage 2	4. Any other ideas or comments? I was informed todaytoday that no accomodation would be built in Cannington so happy with plans now.	9696-436-1488			/	
Tractivity 942	Public	Stage 2	7. Any other ideas or comments? This cannot be a ?preferred? proposal as the residents of Cannington do not want ANY connection with EDF. Also the A39 between Bridgwater and Cannington is often gridlocked with normal traffic. EDF vehicles will add to the problem. Roads through Cannington are not suitable for proposed number of vehicles.	9700-436-3859			/	
Tractivity 942	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below It appears that EDF have started out with an outrageous proposal for Cannington and revised it to what they really wanted in the hope that the residents would think that they had won some concessions. Come down to planet earth EDF! Cannington want ZERO EDF intervention. EDF would have saved a lot of time and money had they planned for a road from Dunball to Hinkley thus avoiding all villages.	9700-436-7285		/		
Tractivity 981	Public	Stage 2	7. Any other ideas or comments? An excellent and sensible idea	9739-436-3255			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1044	Public	Stage 2	7. Any other ideas or comments? Is there any benefit in creating this facility if workers are accommodated at Hinkley Point and Bridgwater? Money would be better spent on a Dunball link.	9802-436-3471			/	
Tractivity 1065	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Totally unsatisfactory	9823-436-3588		/		
Tractivity 1068	Public	Stage 2	7. Any other ideas or comments? As long as it was for only local people to Cannington.	9826-436-3085			/	
Tractivity 1070	Public	Stage 2	The intention to provide a Park & Ride facility at Cannington is totally unacceptable for many reasons, but in particular the increase in road traffic from Bridgwater to Cannington.	9828-436-4150		/		
Tractivity 1102	Public	Stage 2	2. Any other ideas or comments? There shouldn't be the park and ride and bypass at Cannington - there should be a new road from Dunball and storage facilities at Dunball	9860-436-397		/		
Tractivity 1104	Dual - Consultee with an Interest in Land and Public	Stage 2	Residents of Cannington are totally opposed to this proposal and we believe that it would be very difficult to police ie cars as well as buses will be used. 8. We propose a park and ride facility on the A39, west of Williton, for workers from Minehead and other nearby settlements to leave their cars and transfer to buses to Hinkley Point. The park and ride facility would be removed when no longer required. What are your views on our plans for a temporary park and ride facility at Williton?	9862-436-4125			/	
Tractivity 1105	Public	Stage 2	Again trashing more greenbelt land for an unsustainable development.	9863-436-7634		/		
Tractivity 1111	Public	Stage 2	7. Any other ideas or comments? logical if combined with the above bypasses	9869-436-3781			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1122	Public	Stage 2	6. Any other ideas or comments? I believe that the argument most persuasive from EDF's point of view, in favour of the western by-pass is a financial one. Given the present government policy that public finance will not cover the capital cost of this and other putative nuclear power schemes, it is clear why EDF is anxious to find the cheapest option.	9880-436-4021			/	
Tractivity 1141	Public	Stage 2	7. Any other ideas or comments? Damage to the land is not justified nor is, in my opinion, the entire project to build 2 reactors at Hinkley	9899-436-4211			/	
Tractivity 1142	Public	Stage 2	7. Any other ideas or comments? OK in theory, but I don't trust you to remove it all at the end of the project. A roundabout and other infra structure would suggest that developers have a ready made access for more housing. Will Cannington have the facilities to cope with more people?	9900-436-4503			/	
Tractivity 1143	Public	Stage 2	6. Any other ideas or comments? Too big an impact	9901-436-2671			/	
Tractivity 1143	Public	Stage 2	7. Any other ideas or comments? Should be Bridgwater	9901-436-3146		/		
Tractivity 1169	Public	Stage 2	7. Any other ideas or comments? If it is needed provide it, with good benefits to land owners who are getting all the grief.	9927-436-3687			/	
Tractivity 1171	Public	Stage 2	6. Any other ideas or comments? But what about Stogursey/Burton/Shurton? Or don't they count!	9929-436-2848			/	
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Just what is required! Satisfactory, only if operated as proposed ??off peak??!	9933-436-4589		/		
Tractivity 1190	Public	Stage 2	7. Any other ideas or comments? If you get permission to build Hinkley C, this will be a necessary evil but the site MUST be restored to its original condition, as far as possible, at your expense and not left as a ghastly white elephant.	9948-436-4228			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1193	Public	Stage 2	6. Any other ideas or comments? 1) You are wrong. You have been told by every local group, ie town, parish and locals that these roads are not suitable. 2) This small extension will not benefit Cannington. Save this work for the northern B/W bypass.	9951-436-2749		/		
Tractivity 1194	Public	Stage 2	6. Any other ideas or comments? In the circumstances it seems inevitable	9952-436-3907			/	
Tractivity 1223	Public	Stage 2	7. Any other ideas or comments? If park and ride why is there a need for Cannington bypass? Satisfactory if it stops the bypass (less permanent environmental impact)	9981-436-3526			/	
Tractivity 1269	Public	Stage 2 Update	Q3 Do you have any comments on our proposed community mitigation and benefits? We do not want any payouts from EDF, all we want is for you to stay away from our villages and leave us alone. Why haven't you listened to what we have been saying? Keep EDF away for Cannington	89535-436-284		/		
Tractivity 1269	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? We have been telling EDF for the past 18 months or more we do not want a new by pass in Cannington. We want EDF to build a haul road from junction 23 M5 directly to Hinkley Point. For all your construction and workers traffic. Cannington and the surrounding villages including Bridgwater do not want this why won't you listen to what we are saying. Your not wanted here	89535-436-945		/		
Tractivity 211	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? What benefits?? It will have a disasterous effect on Cannington	8916-436-3001			/	
Tractivity 245	Public	Stage 1	1. Any other ideas or comments? I am totally opposed to the proposals put forward affecting Cannington, Comwich, Williton & Bridgwater. I believe the proposals have been made as the cheapest cost to EDF without any consideration of the cost to the residents & damage done to their villages & way of life.	9341-436-359		/		

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Tractivity 245	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>Hinkley Point C Pre-Application Consultation Stage 1</p> <p>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.</p> <p>Points I heard made at the open exhibition were as follows:</p> <p>â€¢ Dunball would be more costly and possibly add a fu</p>	9341-436-4805	/			
Tractivity 251	Public	Stage 1	<p>5. Please give reasons for your preference</p> <p>existing operations in place can be extended with little disruption</p>	8944-436-1046			/	
Tractivity 252	Public	Stage 1	<p>2. Any other ideas or comments?</p> <p>Please do not turn the area of Cannington that you will be using into an Industrial Estate or a Sports Complex. Villagers do no want either!</p>	8945-436-667			/	
Tractivity 252	Public	Stage 1	<p>10. Do you have any comments on our proposals in relation to training and business opportunities?</p> <p>Cannington should NOT be turned into an industrial town. It is a quiet commuter village and should remain as such.</p> <p>Affordable housing and a new Village Hall are badly needed. Please move in that direction and do not try to infill to the north of the existing bypass with "industrial" buildings.</p>	8945-436-4839	/			
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>	8982-436-2130	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 295	Public	Stage 1	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	8983-436-3042	/			
Tractivity 303	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We are totally against any accomodation being built in Cannington either at the site south of Cannington but in particular at Cannington College because if it is built there- a) residents will never be able to use the facilities b) and if they do Bridgwater College will charge us as they already do noe for amenities which have been there for years.	8991-436-2454	/			
Tractivity 318	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 always been an advocate for nuclear power in this country having worked at Hinkley Point A & B, Oldbury-on-Severn NPS and Dungeness Power Stations. I think however your proposals for Cannnington ie Freight Handling, workers campus and park and ride car parks are not what the village wants. Why you have disregarded the obvious bypass route of Dunball directly to Hinkley Point lacks a consideration of the local area and residents.	9006-436-5538	/			
Tractivity 326	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? If there is a need for a park and ride after construction, option 1 is a more practical option.	9014-436-3318			/	
Tractivity 326	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 am in favour of the new development at Hinkley. Cannington village is taking the brunt of the development, surely that is all the more important to not build on sensitive village amenities like the pitch and putt at Cannington College.	9014-436-3944	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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 accomodation 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.	9018-436-2140	/			
Tractivity 338	Public	Stage 1	5. Please give reasons for your preference Easiest to construct and gives access to both areas for accommodation and parking.	9026-436-987			/	
Tractivity 343	Public	Stage 1	5. Please give reasons for your preference This is a more direct route.	9031-436-1388			/	
Tractivity 351	Public	Stage 1	Whilst it is laudable that EDF should consider how the community benefit from the use of the facilities in the long term, for those of us who are retired or close to retirement these are benefits that we are not likely to enjoy (planning+construction=12-15 years). With that in mind EDF in framing its proposals should be concentrating on minimising the impact of its needs for accomodation/transportation/ freight handling and waste disposal on the existing communities. An increase in traffic is inevitable, but there is no reason to adversely impact residents' lives even more by subjecting them to major construction works intially and then expecting them to put up with the environmental consequences of park and ride and freight handling for a ten year period. EDF should, as previously mentioned, concentrate on acquiring land in areas which currently have very low population density- of which Cannington North would be.	9039-436-4854			/	
Tractivity 354	Public	Stage 1	If accomodation site is agreed in Cannington then park and ride should not be. To have both is far too much in one small village	9042-436-2633	/			
Tractivity 365	Public	Stage 1	5. Please give reasons for your preference This will cause a devastating impact to an area stated.	9345-436-2174			/	
Tractivity 369	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. No campus at Cannington. The proposed buildings would completely change the rural life of the village.	9056-436-2487	/			

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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	9057-436-2436			/	
Tractivity 384	Public	Stage 1	2. Any other ideas or comments? i do not want to have this site in cannington	9069-436-613		/		
Tractivity 385	Public	Stage 1	2. Any other ideas or comments? i do not want this site in cannington	9070-436-613	/			
Tractivity 385	Public	Stage 1	3. Do you have any comments on the strategy for rights of way across the site during and following construction? i do not want this site in cannington	9070-436-689	/			
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	9071-436-3623			/	
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.	9073-436-962	/			
Tractivity 388	Public	Stage 1	5. Please give reasons for your preference A road needs to be constructed from the M5 north of Bridgwater, in a westerly direction to the site avoiding any disturbance or development in villages. The cost of this should have been factored in to estimated costs. Cannington is not here to save EDF money.	9073-436-1242			/	
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.	9085-436-2525	/			
Tractivity 403	Public	Stage 1	5. Please give reasons for your preference There is no way that the people of Cannington will permit either of the proposed routes-!!!	9086-436-1329			/	

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Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>As a resident living in the centre of the proposed CAN B area. our house being the small edged red box on the plans the following relate to both CAN B and the immediate area.</p> <p>Transport 'Park and Ride/Frieght Centres should be before Cannington and at sites that reduce the traffic through Bridgwater as well as the approach to Cannington.</p> <p>Neither CAN A or CAN B sites take into account the A39 from Bridgwater to Cannington and the road design with two hazardous corners that have led to accidents in the past. One accident last year closed the road most of the day and into the evening causing gridlock in the area. More traffic along this road will lead to more chances of similar incidences occurring.</p> <p>Could the Transport consolidation facilities for both people and freight be before Cannington on the straight part of the A39 taking out the hazardous corners at the same time?</p> <p>The CAN B developmen area in particular seems to be</p>	9352-436-1129		/		
Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>8. What do you think of our proposals for the use of Combwich Wharf?</p> <p>I think that both Bridgwater sites should be used in order to capture traffic leaving the motorway at either junction rather than a choice between them.</p> <p>If a site was chosen either in Bridgwater or closer to Bridgwater than Cannington, such as on the straight piece of A39 as already suggested for a Park and Ride neither CAN A or CAN B would be required.</p> <p>I have a particular problem with the siting of this facility at CAN B due to my house (Personal details removed) being at te centre of this land - see the bo outlined on the map for CAN B. Our quality of life would be disturbed from rural view to that of a tansport depot with the associated noise, exhaust and lighting pollution.</p>	9352-436-6377	/			
Tractivity 449	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>Not against a new nuclear power station. But 100% against your "rape" of the village of Cannington.</p>	9127-436-4248			/	
Tractivity 450	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>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.</p>	9128-436-2434			/	

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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.	9149-436-896		/		
Tractivity 473	Public	Stage 1	5. Please give reasons for your preference None of the above options are acceptable. A new road must be provided from close to M5 junction 23 to the existing Hinkley Point access road. This may also provide additional flood defence capability. PLEASE LEAVE CANNINGTON ALONE.	9149-436-1343		/		
Tractivity 473	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? EDF is a liability to the local communities and appears to be motivated only by minimal cost to EDF. Any perceived benefits for Cannington College will not be beneficial to Cannington residents. Currently the college does nothing posotive for the village of Cannington.	9149-436-3838			/	
Tractivity 488	Public	Stage 1	5. Please give reasons for your preference Don't build the power station, and then you won't need to build any new roads.	9358-436-2252		/		
Tractivity 490	Public	Stage 1	4. Any other ideas or comments? 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.	9164-436-936	/			
Tractivity 505	Public	Stage 1	I am one of the people of Cannington. Don't wnat any building and park and ride schemes in the village. It would take over the village.	9178-436-425	/			
Tractivity 505	Public	Stage 1	I think EDF should take on board what Cannington residents want and the general views that I personally I have is that they don't want any housing or park and ride in the village.	9178-436-3860		/		
Tractivity 505	Public	Stage 1	Hinkley Point A has been there since the last 50s we need electric so if these is space for it so be it, but not the east of Cannington losing its identity as the village we live in.	9178-436-4546	/			

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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.	9179-436-2303			/	
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.	9182-436-3482	/			
Tractivity 510	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf? You should bring everything in by ship, thereby negating the need for freight handling facilities elsewhere. However if you insist it is necessary, Bridgwater Junction 23 is again, the least of the evils, but certainly not at Cannington, which should be left as it is- a village surrounded by countryside. Using Combwich Wharf is quite a good idea as long as: A) you only ever use your private road and leave Combwich village in relative peace and B) Remove the freight facility and restore the land to its original state once construction is completed.	9182-436-5545	/			
Tractivity 516	Public	Stage 1	EDF's proposals for park and ride and freight consolidation in the village of Cannington are not acceptable and would be completely unnecessary if the correct road infrastructure was put in place. Why are EDF ignoring recommendations made by the 1989 public inquiry on the construction of Hinkley C?	9188-436-937		/		
Tractivity 516	Public	Stage 1	Neither of the proposed options are satisfactory. There should be proper investment in the correct road infrastructure. This should include a road from Bridgwater to the North of Cannington which is either dedicated to Hinkley Point or linked to an outer Western bypass for Cannington linking with the A39 West of the village.	9188-436-1342		/		

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Tractivity 520	Public	Stage 1	4. Any other ideas or comments? Park and ride suggestions on the attached map of Cannington. The proposed area to the North West of Cannington would totally destroy the hamlet of Putnell and the habitat in which six households live. Park and ride facilities should be located where they would not impose the noise, the floodlighting, the lack of privacy and the dramatic loss of value of the property on our household.	9192-436-870	/			
Tractivity 523	Public	Stage 1	5. Please give reasons for your preference I would say it's not required but do not know the area concerned.	9194-436-1518			/	
Tractivity 524	Public	Stage 1	You seem to be determined to ruin the village of Cannington but there is no need to do so. Keeping transport and accommodation away from villages must be your priority, thereby avoiding disruption.	9195-436-1011			/	
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.	9362-436-870	/			

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Tractivity 537	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>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.</p>	9362-436-5535		/		
Tractivity 539	Public	Stage 1	<p>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 town's businesses and there is easy access to the M5.</p>	9208-436-3375	/			
Tractivity 565	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>We strongly feel that the new Cannington park and ride site on the North side of Cannington should not be developed and that the South side scheme should be maximised - it is obvious that traffic will still pass through Cannington, taking the shortest route to any Northern car park as it is a shorter route than using the Western ring road if travelling from Bridgwater: This is human nature: The result will be increased traffic through Cannington scrap the Northern car park: Develop the Southern car park.</p>	9234-436-1292	/			
Tractivity 565	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 strongly feel that the park and ride and freight developments proposed for the North side of Cannington should not be pursued. This is green land outside the village boundary. Development to the South of Cannington should be pursued. A Northern development will encourage traffic through Cannington despite the ring road.</p>	9234-436-5533	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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].	9260-436-890	/			
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.	9260-436-3004	/			
Tractivity 598	Public	Stage 1	5. Please give reasons for your preference This route has less disruption to established properties. You are encouraging strong links to Bridgwater College in terms of education and accommodation - therefore surely it is natural to tie in a transport route across their land (which is not productive farmland) and ties in with Combwich Wharf. Makes perfect sense! To put a route (east of village) through an established private farm and more importantly a 'high class', nationally renowned boys school would be absolutely "criminal". Please don't spoil this school thank you.	9264-436-1004		/		
Tractivity 601	Public	Stage 1	5. Please give reasons for your preference It would save traffic entering village and overloading the present bypass.	9267-436-988			/	
Tractivity 602	Public	Stage 1	2. Any other ideas or comments? If you concrete, approximately one third of the area of Cannington - how do you expect to return it to its current farm field, wildlife, and copse condition? It will be a brownfield site and never return to its agricultural use. Developers will have free reign!	9268-436-766	/			

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Tractivity 602	Public	Stage 1	5. Please give reasons for your preference Cannington should not be sacrificed for the sake of the development. A complete infrastructure must be considered - and planned , and developed. Question 5 - Recipient write "Neither.	9268-436-1634	/			
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.	9270-436-2807	/			
Tractivity 607	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Cannington is a rural village and any accommodation as suggested would alter completely its character.	9272-436-2101	/			
Tractivity 661	Public	Stage 1	Campus and transport plas are ill thought out and would bring major chnanges to rual Cannington and Williton.	9325-436-4516	/			
Tractivity 662	Public	Stage 1	campus and transport plans are ill thought out and would bring major changes to rural Cannington and Williton.	9326-436-4551	/			
Tractivity 663	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? If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or perminent) in Cannington. This community is currently active friendly and a pleasent place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far way from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convience and some gegree of leisure facilities, why not build a swimming pool for g	9368-436-3323			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	-c- Partial or total use of land for Park and Ride/Freight Depot - this part of the proposal causes us the most concern and distress as this land use would take away the greater part of our current lifestyle. We are currently marked as a box in the centre of this proposed land use. No one would want to live as an island surround by car and freight parking compared to the current rural idyll. Would the land then remain brown field so developed for industrial rather than agricultural use?	9369-436-2575	/			
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	i) (Personal details removed) is at the centre of NW Search area CAN-B. - 4.6.2 ... "existing residential properties would be excluded from any development area" Explain further what is regarded as being excluded from any development areas as on the map we are at the centre of it. - 4.6.4 ... "located away from residential properties" Not from this map it isn't.	9369-436-4297	/			
Tractivity 50906	Public	Stage 1	I am writing to you with regard to your proposed plans for access routes to the new nuclear build at Hinkley Point. I would like to stress that I am not opposed to the new build there but I am definitely opposed to your plans for Cannington. We are a small Somerset village and what you are proposing with either of your road options, park and ride etc. will completely alter our environment.	9398-436-49		/		
Tractivity 62309	Public	Stage 2	Revised Cannington Park-and-Rise Proposals If, as per EDF at village meeting, the Hinkley infrastructure proposal is now for a much smaller park-and-ride facility at Cannington, and only for the period of power station construction, then I personally have no great problem therewith.	9998-436-0			/	
Tractivity 62323	Public	Stage 2	(Personal details removed) from EDF admitted in public that it will take 18 months to build the unwanted Cannington West By-Pass, and during that time they intend to start the construction of the jetty on site, as well as preparatory site works and digging the huge tunnels under the Bristol Channel. In the interim Cannington will have to bear the additional traffic until this road is completed. EDF have thrown every conceivable excuse regarding an alternative as recommended in the Barnes report where a dedicated road should be constructed from Junction 23 M5.	10007-436-972			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62411	Dual - Consultee with an Interest in Land and Public	Stage 2	I am against the constant noise, dust, light pollution, air pollution, smells, heavy traffic etc that will happen during the build period and most of all the use of the A39. How can EDF justify this overloading of an already inadequate holiday route as their preferred main route when a perfectly good option has been put forward, i.e. the North Bridgwater By-pass which would reduce the impact to more acceptable levels.	10054-436-1057		/		
Tractivity 62415	Public	Stage 2	5) Although EDF's representatives suggest the route would only be used at off peak times, this doesn't seem very realistic.	10056-436-2634			/	
Tractivity 62543	Public	Stage 2	We write to express our absolute horror at E.D.F.'s proposals for accessing Hinkley Point and the drastic effect it will have on Cannington.	10108-436-33	/			
Tractivity 62560	Public	Stage 2	Programme Professional advice says that either scheme could be completed in 2.5 years if there is a will to do it. EDF say it will take 1.5 years to complete the Cannington West bypass; during this period virtually all personnel and materials for the jetty. Comwich wharf improvements and laydown area, the sea wall, the tunnels and reactor island preparation will come through Bridgwater and the centre of Cannington village. Why should the people of this area have to suffer misery for up to 10 years because Government and Utilities failed to plan ahead? The industry forecasts in mid-1986 considered that power supply would become critical in the mid-nineties.	10117-436-8944			/	
Tractivity 62568	Public	Stage 2	I wish to put the following points forward to show my views on the above proposals. I am truly amazed at the attitude of EDF with their plans for the whole area and apparent lack of understanding or even awareness of local people's problems and concerns. I am not against the proposal for building Hinkley C station but am totally opposed to the plans put forward, in particular, for Cannington.	10120-436-41		/		
Tractivity 62574	Public	Stage 2	This will not "wash" with the people of Cannington. Our opposition to any adverse effect to our community, by the construction of a new power station at Hinkley Point, is unchanged and is based on PRINCIPLE and PRACTICALITIES.	10125-436-538		/		
Tractivity 62583	Public	Stage 2	5. We oppose the building of this park and ride facility. 82.4% of Cannington voters take the same view.	10134-436-2528			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62631	Public	Stage 2	Another case of a greenfield site being industrialised, there are serious flooding issues with this site that would have to be overcome.	10175-436-6787	/			
Cannington Parish Council	Statutory Consultee	Stage 2	The Council feels that once again this construction in a rural village would lose the village identity and therefore do not see this proposal as being suitable for Cannington. This is a green field site even if it is only a suggested temporary construction. The current design and mitigation proposals for the park and ride are not adequate. Noise and light pollution will affect the day to day living of residents from Brownings Road, Oak Tree Way, Hawkens Close, Teals Acre and the Main Road vicinities of Cannington. Once again the westerly prevailing winds would bring disturbance into the village	10221-436-15067	/			
Cannington Parish Council	Statutory Consultee	Stage 2	Question 6 It is proposed to build a Park and Ride site to the north of the present bypass on land between the village and the bypass. This would mean diverting and enhancing the existing Flood Relief Scheme which the Environment Agency have considered doing in four/five years time depending on Government funding being available - this enhanced flood relief scheme should make flooding in the village less likely. Are you in favour of the proposed Park and Ride scheme being built in the village? Yes 17.6%No 82.4% Question 7 Do you consider the current design and mitigation proposals for the Park and Ride to be adequate? Mitigation refers to design and management measures that are intended to reduce impacts and disturbance, such as noise and light pollution. Yes 15.3%No 84.7%	10221-436-15670			/	
Fiddington Parish Council	Statutory Consultee	Stage 2	We are pleased that you appear to have dropped the plan for accommodation at Cannington, but question the validity of the "green field" park - and - ride proposal on the existing Cannington bypass.	10223-436-7919	/			
Wembdon Parish Council	Statutory Consultee	Stage 2	The changes proposed between the Stage 1 and Stage 2 consultations will have a greater and even more negative effect upon the Wembdon village community. 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.	10236-436-2892			/	
Wembdon Parish Council	Statutory Consultee	Stage 2	The decision to locate a Park and Ride facility in Cannington will result in most of the traffic travelling to this location, along the A39, rather than using the facilities at Jn23 and Jn24.	10236-436-3795			/	

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Somerset Councils and SNEG	Statutory Consultee	Stage 2	- There are serious objections to the associated development proposals.	10240-436-1901			/	
Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	Please use the 500 acres at Hinkley Point for hostels, freight storage, parking, recreational activities and leave Cannington as a peaceful, rural village. Our little field is a mere dot on a sheet of A1, please leave it with its neighbours and keep its integrity.	10276-436-4275	/			
South West Regional Development Agency	Statutory Consultee	Stage 2	(iii) The project must demonstrate that it will not adversely affect the operation of the M5. We welcome provision for park & ride facilities at the motorway junctions. A potential further option could be to extend the facility at J25/A358 to secure even greater carbon savings. We see this as an effective strategy and would question the carbon savings resulting from the proposed temporary P&R site at Cannington.	89056-436-10524		/		
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The evidence to support the park and ride at this location would help justify the proposal	89202-436-2862			/	
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	A Park & Ride facility in Cannington is simply encouraging traffic to travel through Bridgwater and along the over subscribed A39 and is quite inappropriate in its siting close to residential properties. The supposed benefit of flood relief is already planned by the Environment Agency and, in any case, would not need to be as substantial without the construction of the Park & Ride and the bypass.	89689-436-7560		/		
Tractivity 63007	Public	Stage 2 Update	- A huge number of residential workers seems unrealistic to be supported by the village.	89695-436-941			/	
Tractivity 63007	Public	Stage 2 Update	Park and Ride -Both ideas I have seen for this are not entirely satisfactory	89695-436-1033			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Cannington Parish Council	statutory consultee	Stage 2 Update	6.0 Transport Proposals Whilst the Council would prefer no park and ride site in Cannington, should it be built the Parish Council welcomes the reduction in the number of parking spaces as well as moving the facility slightly further from the local houses situated on Oak Tree Way and Hawkers Close. However, the Council are disappointed and concerned at the following implication proposed:	89748-436-2507			/	
Nether Stowey Parish Council	statutory consultee	Stage 2 Update	2.10 The reduction in the proposed park and ride site in Cannington is welcome. However, the Parish Council would question why it is needed at all. The apparent logic behind EDF's current transport plan would suggest that all park and ride facilities should be at the two M5 junctions.	89752-436-7143	/			
Tractivity 70648	Consultee with an interest in land	Stage 2 Update	1. We note the reduction in size of this facility. The reduction is welcome but, as you are aware, 82.4% of Cannington voters were opposed to any park and ride in the village. A park and ride facility never made any sense unless EDF kept their promise to ensure that those staff for whom it was intended were compelled to use it. We learn from the Somerset County Council website that EDF have abandoned this promise. That being so, the facility no longer makes any sense.	89766-436-398	/			
1	Comments received under the EIR from the IPC	Stage 1	The Parish Council endorsed the views of the majority obtained by the questionnaire i.e. a bypass from Dunball direct to Hinkley Point and no accommodation/park & ride/freight facilities in the village of Cannington.	89790-436-839		/		
2	Comments received under the EIR from the IPC	Stage 1	However, I along with many other Cannington residents are gravely concerned regard the proposals relating to accommodation, park & rides and freight distribution areas.	89791-436-280	/			
3	Comments received under the EIR from the IPC	Stage 1	Please be aware that we are not against Hinkley Point C itself but concerned and puzzled as to why EDF propose such a large infrastructure within our village.	89792-436-301	/			
6	Comments received under the EIR from the IPC	Stage 1	As regards the facility for handling freight brought in by sea, the shorter document says that "two possible locations have been identified - one near Cannington and one in Combnich". The questionnaire, however, puts forward only one site, at Combnich Wharf. It would seem self-evidently better that such a site should be at the wharf rather than at Cannington, but I think it is for local residents to say Whether the proposal is acceptable to them.	89795-436-2089			/	
7	Comments received under the EIR from the IPC	Stage 1	As residents in Cannington, my wife and I have very strong concerns about several of its aspects, particularly those which EDF has called "Associated Development": roads, park and ride, worker accommodation, freight handling facilities, etc.	89796-436-89	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
13	Comments received under the EIR from the IPC	Stage 2	I would like to express thanks for any support (Editor's note: information redacted) have had thus far regards the machinations of Electricity de France whose intent was to swamp our village as part of their infrastructure programme with a 900 car park-and- ride as well as accommodation hostels and a freight transfer facility.	89802-436-43	/			
30	Comments received under the EIR from the IPC	Stage 2	I am not against the proposal for building Hinkley C station but am totally opposed to the plans put forward, in particular, for Cannington.	89819-436-295	/			
34	Comments received under the EIR from the IPC	Stage 2	We are pleased to note that EDF no longer propose an accommodation campus or any freight facilities in Cannington. Unfortunately however a Park & Ride/Western Bypass still appears to be on their agenda in the second stage consultation. Our community did not invite (EDF) or their infrastructure proposals for Hinkley Point C into our village.	89823-436-53			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is the view of SDC that the proposed changes to the Cannington Park & Ride proposals include improvements that positively address some previous comments, in particular the reduction in capacity from 381 to 252 parking spaces. Located at the junction of the A39 and C182, it is considered that Cannington is a logical location for a Park & Ride serving the surrounding rural area.	89875-436-26	/			
40	Comments received under the EIR from the IPC	Stage 2 Update	There are vast amounts of building opportunities on the horizon for the Bridgwater, not just this proposed huge nuclear power development, but also industrial, schools, sports, hospital, housing and many more. It is essential to put in place the correct infrastructure for future, safe, development of our town and surrounding villages. We must ensure there is a sound future for generations to come, including protection of our surrounding countryside / habitat and this could be the time, so do not waste an opportunity.	89909-436-5394	/			
Tractivity 1180	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? This facility is being proposed to be put in the field (Personal details removed). The views to the Quantock Hills are beautiful and will be extremely spoilt. The thought of looking out onto a huge carpark with constant vehicle movement and workers talking loudly or even shouting at times makes me feel depressed and I am certain other residents affected are feeling the same. It seems the company are trying their hardest to drive people out of their lovely, peaceful, idyllic homes. If this proposal goes ahead I for one with my family will be the first to go.	9938-450-3887			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
6	Comments received under the EIR from the IPC	Stage 1	The questionnaire puts forward two alternative sites for a facility at Cannington. Although I would reject them both, I must now express a preference between them. I come down unhesitatingly in favour of CAN-A and against CAN-B, If it is desirable to intercept light vehicles at Cannington, then it must be desirable to do it earlier in their journey rather than later, and certainly before they have to drive round the new bypass. - The reasons which I-have given, in relation to park and ride, for preferring CAN-A to CAN-B apply largely here as well.	89795-452-1531	/			
Tractivity 62913	Public	Stage 2 Update	Cannington traffic calming - at the consultation meeting on 4th March 2011 it was stated that none of the measures proposed would take place until after the western bypass has been built and is in operation. 'To encourage use of the bypass'. There is an assumption that the western bypass will be built, how arrogant!	89665-452-4147			/	
6	Comments received under the EIR from the IPC	Stage 1	As regards the facility for handling freight brought in by sea, the shorter document says that "two possible locations have been identified - one near Cannington and one in Comwich". The questionnaire, however, puts forward only one site, at Comwich Wharf. It would seem self-evidently better that such a site should be at the wharf rather than at Cannington, but I think it is for local residents to say Whether the proposal is acceptable to them.	89795-1574-2089			/	

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Tractivity 823	Public	Stage 2	6. Any other ideas or comments? This MUST be so BEFORE site construction preliminary or otherwise starts.	9581-433-3518		/		<p>Comments received at consultation related to the timing of the delivery of the park and ride as well as the bypass. In terms of the bypass, (see section on Cannington bypass, proposals section) construction works cannot start until the Development Consent Order (DCO) has been granted. It is envisaged that construction of the bypass would begin in 2013 with a construction programme of 21 months. Construction works are likely to commence from both the northern and southern ends working towards the central section, in order to maximise speed of delivery of the bypass. The central section would initially be used as a borrow pit, to balance the cut and fill operations along the route of the bypass.</p> <p>EDF Energy would progress works on the power station site during the period of construction of the bypass since various mitigation measures are to be undertaken as part of the Site Preparation works within Cannington village eg traffic calming and other safety measures.</p> <p>Construction methodology and phasing would maintain or redirect all existing access routes during construction.</p> <p>All affected landowners would be notified of proposed work activities prior to commencement during construction of the bypass. EDF Energy would liaise with the local residents to ensure minimum disruption.</p> <p>Upon completion of the bypass works and the maintenance and defects period, the bypass is expected to be adopted by the highway authority (Somerset County Council).</p> <p>Further detail can be found within the Transport Assessment and the Environmental Statement, Volume 5.</p> <p>In addition, in response to comments received during the consultation process, the Cannington park and ride facility has been reduced in size from the proposals submitted at Stage 2 of the consultation, and would be constructed in a single phase.</p> <p>A full impact analysis during the early years can be found in the Traffic Impact section of the Transport Assessment.</p> <p>At Stage 2 of the consultation the proposed security provisions at the park and ride sites were limited. Review of the security provisions following the Stage 2 consultation highlighted the need for security measures to ensure that the vehicles of the workforce are appropriately secure. Security measures include fenced perimeters, lighting, CCTV and 24 hour manned security.</p>
Tractivity 868	Public	Stage 2	3. Any other ideas or comments? The building of the Cannington Bypass should be your first job in order to transport materials and buses to the site.	9626-433-957		/		
Tractivity 868	Public	Stage 2	6. Any other ideas or comments? The Cannington Bypass should be built before major site works	9626-433-2889		/		
Tractivity 870	Public	Stage 2	6. Any other ideas or comments? But: Levels of traffic anticipated cannot be accommodated within existing road capacity. A western bypass for Cannington is the best option but this would not be completed before work begins on the powerstation. This is unacceptable. Work should not start on the powerstation until the bypass has been built.	9628-433-2557		/		
Tractivity 1031	Public	Stage 2	6. Any other ideas or comments? It will help and should be in place before the preliminary works start, followed by the Dunball to Hinkley link.	9789-433-3522		/		
Tractivity 1062	Public	Stage 2	7. Any other ideas or comments? Security in park and rides will be a concern.	9820-433-3792	/			
Tractivity 1104	Dual - Consultee with an Interest in Land and Public	Stage 2	6. Any other ideas or comments? Concern about timing for this bypass.	9862-433-3595			/	
Tractivity 1126	Public	Stage 2	6. Any other ideas or comments? However, by the time this is built there will be no need for it!	9884-433-3217			/	
Tractivity 1234	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Before you begin to justify the transport. You must see that to work with the present road system.. Which is nothing more that a series of country lanes. Therefore wouldn't it be advisable, if not essential, to build a bypass first, even the proposed one for Cannington if that has to be the answer. Then there would be less disruption to the A39 from Bridgwater and from Williton and especially to the roads of Cannington. I feel that this is a must.	89500-433-1315		/		

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Tractivity 1345	Public	Stage 2 Update	Q3 Do you have any comments on our proposed community mitigation and benefits? All our community in Cannington wants is a bypass built before any work commences	89611-433-231			/	
Tractivity 207	Public	Stage 1	Shorter, slower speed limit and possibility of landscaping etc.	8913-433-1429			/	
Tractivity 338	Public	Stage 1	5. Please give reasons for your preference Easiest to construct and gives access to both areas for accommodation and parking.	9026-433-987			/	
Tractivity 62536	Public	Stage 2	This would not only contribute to a significant reduction in the volume of traffic through the A38, A39 and the C182, but also reduce the amount of refurbishment required on the wharf at Combwich. The current EDF stage 2 proposals mean that refurbishment at Combwich would take around 12 months!	10107-433-2185			/	
Tractivity 62583	Public	Stage 2	9. The rationale behind the building of a bypass rests on the view that it would be unacceptable for this traffic to pass through the village. If this really is so, it must be just as unacceptable for the first 15 months or more as it is after that time. It follows that the bypass and the wharf should be completed before the heavy traffic begins, and this traffic should not be allowed to use the existing route through the village at any time. 90.8% of Cannington voters take this view. b) Do we need a bypass? 10. But the converse of this argument should also be considered. If it is acceptable to send Hinkley traffic through the village during the first 15 months (or if, though not acceptable, EDF is nonetheless allowed to do it) this calls into question the need to have a bypass at all. Certainly it would shorten (by at least 15 months) the period for which a new bypass would serve any useful purpose.	10134-433-3648		/		
Cannington Parish Council	Statutory Consultee	Stage 2	EDF are proposing to construct the Jetty at Hinkley Point, the Wharf at Combwich, the Park and Ride scheme at Cannington as well as the bypass at the same time. This would mean an increase in traffic, much of it heavy, going through Cannington. Needless to say this would be most unacceptable in a rural village such as Cannington.	10221-433-8653		/		
Cannington Parish Council	Statutory Consultee	Stage 2	Due to the expected increase in construction traffic, over a period of eighteen to twenty four months, in addition to the normal day to day traffic - do you think a by-pass for Cannington must be built before this work is started? Yes 90.8%No 9.2%	10221-433-9312		/		

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Tractivity 62469	Public	Stage 2	t) The phasing of the Cannington Bypass means it will come too late to take the traffic for preliminary works, building the jetty, etc. It is not acceptable to expect it to go through Cannington itself. The bypass should take priority before any traffic is generated for the HP site.	89470-433-1102			/	
West Somerset Council	Local Authority	Stage 2	Very serious concerns about the timeline for preliminary works and the lack of the improvements to Comwich Wharf, the provision of the Cannington Bypass and the provision of the temporary aggregates jetty.	89183-433-6344			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Furthermore, the phasing of the development has not been assessed, and therefore the impacts during the early years of construction, when the transport strategy is not in place, are not explained in the Stage 2 documentation which is a major concern.	89191-433-3887	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	It is noted that the first park and ride to be completed is at Cannington. There will be a period when the bypass has not yet been completed after first use of the park and ride, and this will result in an impact upon the amenity of Cannington village.	89202-433-2957			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	2.54 It is our view that it is not appropriate for EDF to rule infrastructure out on deliverability grounds largely related to project timescales at this point in the process. We expect this would be an issue for the IPC to consider in terms of the relative priority of the urgency of energy provision balanced against local impact.	89223-433-5087			/	

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	However, the Stage 2 submission only assesses one phase of the development (2016) and with few variables (with/without only one alignment of the Bridgwater and Cannington bypasses). Whilst it is understood that the peak level of staff movements will be experienced during 2016, the County Council has a particular concern over the lack of assessment in the early years of construction, when the transport strategy is not in place (i.e. on-site jetty, Cannington bypass or comprehensive Park & Ride (P&R) facilities), whilst substantial levels of vehicular traffic will be required to access the HPC Site via the highway network.	89226-433-3667		/		
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Construction of the site should happen as early as possible, at least in tandem with the early stages of Cannington Bypass.	89248-433-1569		/		
Stogursey Parish Council	Statutory Consultee	Stage 2	[7.3.41] States that the off-site developments will only be complete by 2016, five entire years after the project has started. This is simply not acceptable. In common with other major developments such as T5 and the Olympic Site, all infrastructure works planned which will affect any traffic movements to the site must be complete before main construction starts. Will EDF reconsider their programme to ensure the infrastructure is complete before main construction starts?	89292-433-5386		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The overall transport strategy is to minimise movements by car to the main site. Cannington Park and Ride Site is intended to serve workers in western Bridgwater and the rural areas between Bridgwater and Williton. However, during the preliminary works this strategy will not apply and most or all of the preliminary works construction traffic, materials and workers, will pass through Cannington. The site will not be used in the operational stage.	89426-433-15345			/	

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Park and Ride (900 cars): Drainage and pollution prevention measures should be looked into for this site. Appropriately sized interceptors will be required to deal with the drainage for a 900 car, park and ride. SUDs development techniques should be looked into for the design of this area to try and reduce the effect of the development on the surrounding environment. However with the deep loam/clay soils this may not be a feasible option. Any associated welfare facilities with the park and ride (toilet block) should have adequate treatment facilities developed or a mains connection. And any associated discharge consents or agreements with the local water company to take the sewage must be in place before use.	88830-429-6107	/			At the Stage 1 consultation, EDF Energy were proposing two search areas, to the north and south of Cannington respectively, as potentially suitable sites for the provision of an accommodation campus, freight logistics facility for road borne freight and a park and ride facility for 900 car spaces. Following feedback from the consultation EDF Energy decided not to pursue the provision of the accommodation campus and freight logistics facility at Cannington. On this basis a number of concerns relating to the development of an accommodation campus and freight logistics facility have been addressed through the removal of these proposals from the two search areas.
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Hinkley C - Stage 1 transport and accommodation a Sites at Cannington and Williton should be avoided Adjoining site and elsewhere (use brown field sites)	88900-429-6836		/		At the Stage 2 consultation EDF Energy decided their preferred site for the park and ride facility would be within the southern search area between the A39 Cannington southern bypass and the village, and that EDF Energy would therefore no longer be considering the northern area. On this basis a number of the concerns relating to the development of a park and ride facility in the northern search area have been addressed through its removal from the proposals.
Tractivity 904	Public	Stage 2	7. Any other ideas or comments? save your money put it towards a proper bypass	9662-429-3306		/		Based on the work carried out for the Stage 2 consultation, EDF Energy determined that fewer workers would be requiring a park and ride facility at Cannington and therefore reduced the proposed size of the car park to 371 spaces, with access off the A39 being from a roundabout.
Tractivity 465	Public	Stage 1	4. Any other ideas or comments? Please avoid Cannington for parking and accomodation especially the college site which is already overloaded.	9142-429-967	/			Following yet further work on the workforce numbers after the Stage 2 consultation, EDF Energy determined that fewer workers would be living near Cannington than previously envisaged, and EDF Energy therefore concluded that they would only require a park and ride facility with parking for up to 132 spaces for their workforce. In addition EDF Energy identified the need to provide, during the construction of Hinkley Point C (HPC), up to 120 spaces to be used for visitors wishing to visit the proposed visitor centre at HPC. These proposals formed part of EDF Energy's Stage 2 Update consultation.
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 (freight 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.	9362-429-5535	/			As the park and ride facility would serve two different groups (i.e. workforce and visitors) EDF Energy believed it was necessary to keep the parking areas used by the workforce and the visitors separate. This dual function allowed EDF Energy to relocate the facility further to the west away from the residential
Tractivity 604	Public	Stage 1	1. Any other ideas or comments? The whole of the proposals for construction around Cannington is flawed. Alternative infrastructures should be sought to reflect the views of Cannington and Bridgwater.	9270-429-351	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Use of stored soils in landscaping the Park and Ride (P&R) is implied in the Masterplan document and confirmed in Vol.3, 4.11.86 to 89 but detail is lacking and further explanation is required.	89248-429-2779			/	properties at Oak Tree Way and Brownings Road and, with the reduction in traffic movements, to change the form of the junction onto the A39 from a roundabout to a give-way priority junction with vehicle movements being restricted to left-in and left-out only (Transport Assessment). Restricting the vehicle movements in and out of the facility would be achieved by using a combination of a road traffic island within the junction entrance that would channel traffic along with the use of appropriate prohibitory (right turn ban) road signage. An alternative solution to provide a longitudinal refuge island along the centre of the A39 carriageway was discounted, as the southern bypass was identified by the highway authority as one of the few sections of the A39 to the west of Bridgwater where overtaking is possible.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Authorities position May 2010</p> <p>Explanation is needed on why the access is located on this side of the site and what are the issues if any on locating the access towards the other side of the site, further away from the residential areas</p> <p>Update August 2010</p> <p>Explanation not provided.</p>	89329-429-9593	/			<p>EDF Energy are proposing to arrange the two discrete parking areas in a north-south alignment, about a central access road, which would enable the whole facility to be relocated within one plot of land and thereby avoid:</p> <ul style="list-style-type: none"> the ecological constraints that exist principally along the existing flood relief channel; and the area of land alongside the existing flood relief channel, identified as being at risk of flooding as determined by the flood modelling work undertaken by EDF Energy for the Cannington Park and Ride Facility Flood Risk Assessment (FRA). <p>At the same time EDF Energy were able to amend the application boundary and therefore reduce the area of land occupied by the proposed development. Whilst relocating the junction further west, EDF Energy also needed to ensure that the visibility standards required for traffic travelling along the A39 (particularly from the west) and using the junction, complied with national standards for the speed limit of the A39 (derestricted).</p> <p>By relocating the park and ride further to the west EDF Energy were also able to avoid crossing the existing flood relief channel, that would have been affected by the previous layout thereby avoiding the need to either divert it or channel it through culverts beneath the car park.</p> <p>It is EDF Energy's intention that soils excavated within the site for the construction of the facility would be retained within the area defined by the application boundary and not removed off site. This would not only avoid additional construction traffic movements on the highway network, but would also ensure there is material on site for the reinstatement of the land</p>

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								<p>following the removal of the facility and its junction, once EDF Energy have no further requirement for a park and ride facility at Cannington. The excavated soils would be placed in mounds on the western and northern boundaries of the parking areas where they would provide some visual and acoustic screening. Due to the ecological, flood risk (see the Cannington park and ride facility FRA) and layout constraints on the eastern side of the parking areas EDF Energy are only able to provide shallow height mounds on which screen planting would be provided. To provide further visual screening to the residents of Oak Tree Way EDF Energy propose to provide some additional planting along an existing field boundary to the east of the parking area.</p> <p>In the absence of any public sewers adjacent to the site EDF Energy are proposing that surface water from their facilities would be discharged to the existing flood relief channel. In order to mitigate the impact of surface water arising from their facility EDF Energy are proposing a number of Sustainable Drainage Systems (SUDS) to control the flow of water and reduce the risk of pollution. The flow of water off the site would be restricted to a greenfield run-off rate, so that EDF Energy do not increase the potential risk of off-site surface water flooding as a result of their development proposals. To attenuate (store) the surface water EDF Energy are proposing to construct a balancing pond which would at most times be a dry pond and would be removed following the use of the site</p> <p>When there is no further requirement for the park and ride facility then EDF Energy would remove the buildings, hardstandings, roads, drainage pond and associated infrastructure including access onto A39 and undertake reinstatement works to enable the land to be returned to its former use</p>

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Tractivity 864	Public	Stage 2	7. Any other ideas or comments? So long as it is used; the restoration to green area afterwards is a good notion.	9622-430-3354	/			<p>The landscape proposals for Cannington Park and Ride (assessed in Volume 6 of the Environmental Statement) have been designed to produce the best landscape setting and screening of the proposed development for the temporary period the park and ride will be in place. The landscape proposals have also been directed by the ecological objectives of the area and the ecological mitigation requirements of the site.</p> <p>Consultees raised concerns relating to effects on the locally designated Green Wedge at Cannington. However, this will not be affected by the proposed development.</p> <p>Several comments were received from consultees at Stage 2 questioning whether the site could be reinstated back to its current use at the end of the operational phase and questioning whether the proposals would require the destruction of ancient hedgerows and farmland. As a result of feedback, proposals were revised for a smaller area, which significantly reduces the amount of farmland required, and containing the site within one field boundary thereby significantly reducing its impact on hedgerows. No ancient hedgerows have been recorded in the ecological surveys undertaken and part of the landscape proposal involves the strengthening of the existing hedgerows around the site. Restoration proposals are presented in Volume 6 of the Environmental Statement and give details on the reinstatement of the site. The landowners require that the land be restored back for the purposes of agricultural use.</p>
Tractivity 1122	Public	Stage 2	7. Any other ideas or comments? I do not believe that EDF can provide any credible guarantee that the eventual removal of the 'facility' will return now virgin farmland to its present condition. In addition the scheme will have an enormously negative environmental impact on Cannington and the adjacent communities throughout its working life.	9880-430-4801	/			
Tractivity 1145	Public	Stage 2	7. Any other ideas or comments? This again would involve the destruction of ancient hedgerows and farmland which could never be restored to its original state.	9903-430-4092	/			
Tractivity 207	Public	Stage 1	Shorter, slower speed limit and possibility of landscaping etc.	8913-430-1429	/			
Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	The whole area in CAN A is farmland. What will Brymore School do for summer pasture? What about the Green Wedge? Where do I put my goats in the spring and summer?	10276-430-2524			/	
Cannington Parish Council	statutory consultee	Stage 2 Update	This Council asks that a cutting be constructed from (Personal details removed) to the top of (Personal details removed) and that an embankment with tree and hedge screening be put in place between the new proposed road and (Personal details removed).	89748-430-4423			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- It is also indicated in the Proposed Changes plan that a balancing pond would be provided. Subject to drainage requirements, this should be located to maximise long term ecological benefits and utility of the field at the legacy stage. In accordance with emerging Core Strategy policy D20 on Green Infrastructure, the Draft HPC SPD suggests that features such as spoil and balancing ponds could be used as part of a landscaping scheme that extends the Cannington Green Wedge and along the Cannington Brook and promotes public access to local natural assets.	89893-430-1991	/			

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Highways Agency	Statutory Consultee	Stage 1	In responding further to the above sites, it is necessary for the Agency to understand the long-term objectives of the proposed sites. It would therefore be useful if EDF could confirm whether the proposed uses are temporary or permanent in nature, and if temporary whether it is the intention to return the site back to its original use once the demand no longer exists i.e. at the end of the construction period? It is necessary for the Agency to understand the potential impact of alternative uses which could be provided once the temporary requirements in association with the construction period have ceased.	88880-431-11670	/			Many of the consultation responses received during the Stage 1 consultation related to the use of the site once it is no longer required for the construction of the Hinkley Point C (HPC) and the lack of clarity and information on the proposed post-operational strategy for the site. At Stage 1, it was not possible to be clear on the post-operational proposals for the site, as EDF Energy was consulting on wider search areas, rather than specific sites. However, once proposals became more defined and advanced, EDF Energy was able to develop a post-operational strategy for each site.
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.	88270-431-3843	/			The Development Consent Order (DCO) application therefore includes clear, defined post-operational proposals which form part of the application and are assessed within the Environmental Statement . Refer to Post-Operational Strategy , within the Planning Statement for details. Some consultation responses referred to using existing sites where legacy aspirations already exist, for example for the search area in the Stage 1 consultation of Cannington C (CAN-C) option. This search area was not taken forward to the next stage of consultation because EDF Energy decided at that stage not to propose accommodation campuses within Cannington, as a result of significant objection received during the Stage 1 consultation from statutory consultees and the local community. Furthermore, the provision of a park and ride site in the CAN-C search area would not satisfy the objective of keeping local trips to HPC out of Cannington village. On balance, EDF Energy considers that utilizing a site which is well located relative to the strategic road network and performs the primary function of keeping trips off the local highway network, whilst being as close as possible to the village boundary, is significantly more beneficial to the local community than utilizing a site within the village, albeit that such a site might enable a wider selection of legacy options to be considered.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Further clarity is required on legacy and/or restoration proposals for temporary freight consolidation facilities. This is considered to be of particular importance for sites at Cannington and Combwich, where reuse as employment sites would normally be discouraged.	88330-431-1287	/			Consultation responses received during all stages of the consultation raised various different uses that respondents might like to see on the Cannington park and ride site once it was no longer required by EDF Energy in connection with the construction of HPC. These included:-
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Full restoration or legacy proposals would need to be presented where temporary Park and Ride and freight consolidation sites are to be located on agricultural land. Any potential commercial legacy use would need to be of a scale that is appropriate to the role and function of the village, but there may be some opportunities for creating local employment opportunities which will benefit the self-containment of the Cannington without giving rise to significant in-commuting.	88360-431-1050	/			<ul style="list-style-type: none"> local employment opportunities;
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 Cannington Parish Council and Sedgemoor District Council is required to understand opportunities for legacy use of campus recreation facilities, for instance, as a community centre. There may also be potential for legacy use of worker accommodation as affordable housing.	88360-431-1821	/			

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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	- Full restoration or legacy proposals would need to be presented where temporary Park and Ride and freight consolidation sites are to be located on agricultural land. A restoration option that could be considered is the creation of community woodland.	88370-431-4771	/			<ul style="list-style-type: none"> village hall; community use/for local people; community woodland; affordable housing; nursing care; a supermarket;
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	With respect to search area CAN-C, the siting of residential accommodation within the defined settlement boundary of Cannington and proposals for legacy use by the College would appear appropriate, subject to the detail of schemes coming forward. The legacy benefit of providing new/refurbished residential units for use by the College is acknowledged, although it is considered that affordable housing requirements should also be taken into consideration.	88390-431-1514	/			<ul style="list-style-type: none"> recreational and sports facilities; a car park for the village; tennis courts; landscaped gardens; parking for Bridgwater college; retention for local authority use;
Bridgwater College	Consultee with an Interest in Land	Stage 1	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. At Cannington this could be further facilitated through the development of recreational and sporting facilities made available to both workforce and community. Early access to these facilities for the community would make the disruption more palatable than having to wait for legacy use only at the end of the construction phase.	8774-431-490	/			<ul style="list-style-type: none"> retained under Parish Council control to benefit the local community; or as a park and ride to serve the ongoing operation of HPC. <p>Whilst EDF Energy acknowledge that some or all of these uses may have benefits to the local community, it is considered that the most appropriate legacy for the proposed development site is to restore it to agriculture once the site is no longer required by EDF Energy. The site is in existing agricultural use and its restoration to agriculture would enable it to be maintained for beneficial agricultural use. The approach of restoring the site back to the existing habitat was supported by a number of consultation responses and there were also responses that expressed concern that the land should not be retained for industrial purposes.</p>
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.	8774-431-6747	/			<p>Some consultation responses also expressed concerns that EDF Energy would not reinstate the land after it is no longer required. The post-operational proposals will be part of the application for a DCO and the Infrastructure Planning Commission (IPC) has the power to approve these physical</p>
Tractivity 690	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>When EdF have finished with the site it should be given to Cannington Parish Council for "community use".</p> <p>The existing football field on Rodway is near Sharks Lane (track) and is too far out of the village for children to use. A new Village Hall is also needed in Cannington and land is needed to this purpose.</p> <p>I believe that most Cannington villagers would NOT like to see the land used for "industrial" or Bridgwater Collage purposes.</p>	9450-431-4071	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 720	Public	Stage 2	7. Any other ideas or comments? The Cannington park & ride will need to have explicit notices identifying its function and stating no on-site car parking will be permitted, otherwise casual visitors, or new entrants will prefer to drive to the site rather than wait for connecting bus services. The facility may well be useful at the end of life, for a hard surface recreational facility and should be offered to the locality	9478-431-3973		/		development proposals, which in this case would be restoration to agriculture. Any future use or development of the site for anything other than full restoration to agriculture (which is the post-operational development that would be authorised by the DCO) would require a new planning application to be made to the local authority, which would need to be judged on its merits.
Tractivity 820	Public	Stage 2	7. Any other ideas or comments? Surely a lasting P&R would be better. Where are the long term benefits for the community.	9578-431-4391		/		There were also a significant number of consultation responses that supported the restoration of the site to agriculture. The comments received from West Somerset Council and Sedgemoor District Council in relation to the Stage 2 Update consultation expressed concerns that the post-operational proposal appeared just to relate to the retention of mitigation proposed as part of the operation of the site. Whilst this is part of the post-operational proposals, the full restoration to agriculture is the proposed post-operational use for the site and the plans submitted with the DCO application reflect this.
Tractivity 833	Public	Stage 2	7. Any other ideas or comments? Should be retained if required by local authority.	9591-431-3242		/		One response supported the inclusion of legacy benefits to reduce flooding of the Cannington Brook. The Environment Agency is proposing a flood relief channel to the south of the proposed site. Whilst the majority of this is outside of EDF Energy's control and it is not known precisely when the Environment Agency intend to implement the proposals, the proposed development has been designed to include the infrastructure necessary to implement the flood relief channel at the access to the site, and not to prejudice its future implementation, if it is delivered during the lifetime of the development.
Tractivity 884	Public	Stage 2	7. Any other ideas or comments? There is already difficulty during the rush hour in driving from Main Rd Cannington on to the southern roundabout, and the proposed park and ride will greatly increase the number of vehicles. Perhaps some phased traffic lights could be installed on the roundabout to ease flow of traffic during the rush hours. As regards returning the park and ride site to farm land at the end of its use, it might be an opportunity to leave it as a carpark for a village community centre, should we be able to afford it at the time.	9642-431-3025		/		One response requested that consideration be given to the operation of a special air ambulance for the Sedgemoor area, which they considered was necessary as a result of increased traffic volume. EDF Energy is proposing a package of mitigation which will include a Community Fund that will fund a range of projects that provide mitigation to enhance the general quality of life for residents around the HPC project. A response to consultation with regard to the Community Fund is provided elsewhere in this report.
Tractivity 906	Public	Stage 2	7. Any other ideas or comments? How about turning the site once finished into tennis courts or other recreational facilities?	9664-431-3025		/		The development has also been designed to consider the post-operational proposals for the site, with any proposed structures designed to take account of their temporary nature, both in terms of their design and use of materials. The scheme has also been designed to ensure appropriate storage of soil, for re-use in the restoration.
Tractivity 927	Public	Stage 2	7. Any other ideas or comments? I agree with the park and ride facility. At the end of its life I would like to see the facility turned into something which would benefit the area and leave a legacy. It could be used as landscaped gardens, childrens play area which would attract people from outside.	9685-431-3822		/		
Tractivity 927	Public	Stage 2	I would like to see better reuse of the areas you are using (freight centres and park and ride areas) once the build project has finished. This would leave a lasting legacy for the local area.	9685-431-9002	/			
Tractivity 1068	Public	Stage 2	7. Any other ideas or comments? As long as it was for only local people to Cannington.	9826-431-3085			/	

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Tractivity 1102	Public	Stage 2	7. Any other ideas or comments? This will still draw unacceptable levels of traffic through Bridgwater and towards Cannington. I do not trust EDF to reinstae the land afterwards. I am sure it will be developed.	9860-431-3422	/			
Tractivity 1122	Public	Stage 2	7. Any other ideas or comments? I do not believe that EDF can provide any credible guarantee that the eventual removal of the 'facility' will return now virgin farmland to its present condition. In addition the scheme will have an enormously negative environmental impact on Cannington and the adjacent communities throughout its working life.	9880-431-4801	/			
Tractivity 1142	Public	Stage 2	7. Any other ideas or comments? OK in theory, but I don't trust you to remove it all at the end of the project. A roundabout and other infra structure would suggest that developers have a ready made access for more housing. Will Cannington have the facilities to cope with more people?	9900-431-4503	/			
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? The park and ride facility should stay until Hinkley no longer exists. This will cut down traffic movements on local roads.	9924-431-3839		/		
Tractivity 1171	Public	Stage 2	7. Any other ideas or comments? When park and ride facility removed, would land be restored to its original use?	9929-431-3367	/			
Tractivity 1185	Public	Stage 2	7. Any other ideas or comments? It could be left in situ so that the ongoing work force could use it when the site is up and running	9943-431-3556		/		
Tractivity 1190	Public	Stage 2	7. Any other ideas or comments? If you get permission to builf Hinkley C, this will be a necessary evil but the site MUST be restored to its original condition, as far as possible, at your expense and not left as a ghastly white elephant.	9948-431-4228	/			
Tractivity 217	Public	Stage 1	We are a village not a town but do require a modern new community hall, sports facilities, childrens park that can be enjoyed by us all and our future generations.	8920-431-6380			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 225	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>If CAN-A option is finally selected, it would be essential that the land be deeded to the Parish Council to act as trustees on behalf of the residents of the village. Cannington is going to have to bear the brunt of the inconvenience during the construction of the power station and the residents need to see that they will eventually derive some benefit for that inconvenience. The site may be used for a community centre, with vehicle parking, affordable housing and a multi games area.</p>	8927-431-3718	/			
Tractivity 225	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>Generally I support the building of the power station although, due to its location, Cannington residents are bound to receive the most disruption, through traffic and the need to provide accommodation. It is therefore essential that the village, not only the Bridgwater College Campus, receives some long term benefit for this.</p>	8927-431-5325	/			
Tractivity 228	Public	Stage 1	<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>	9338-431-5783	/			
Tractivity 251	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>cannington needs the community to be sustained and currently they have no village supermarket other than corner shop tesco express would benefit many quantock villages</p>	8944-431-2104			/	
Tractivity 252	Public	Stage 1	<p>2. Any other ideas or comments?</p> <p>Please do not turn the area of Cannington that you will be using into an Industrial Estate or a Sports Complex. Villagers do no want either!</p>	8945-431-667	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 252	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>Make sure that Cannington people get any benefit from the Cannington sites and that the land does NOT go to the College.</p> <p>The College looks after its own interests and NOT the interests of Cannington's inhabitants.</p> <p>A commercial sports complex would be seen as a disaster by all villagers.</p>	8945-431-3618	/			
Tractivity 252	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>Make sure that any entertainment facilities at Cannington are built with future us by Cannington villagers in mind - not the College's expansion plans.</p> <p>Consult residents on what they wish to see when you have left.</p>	8945-431-4452			/	
Tractivity 351	Public	Stage 1	<p>Whilst it is laudable that EDF should consider how the community benefit from the use of the facilities in the long term, for those of us who are retired or close to retirement these are benefits that we are not likely to enjoy (planning+construction=12-15 years). With that in mind EDF in framing its proposals should be concentrating on minimising the impact of its needs for accomodation/transportation/ freight handling and waste disposal on the existing communities. An increase in traffic is inevitable, but there is no reason to adversely impact residents' lives even more by subjecting them to major construction works intially and then expecting them to put up with the environmental consequences of park and ride and freight handling for a ten year period. EDF should, as previously mentioned, concentrate on acquiring land in areas which currently have very low population density- of which Cannington North would be.</p>	9039-431-4854	/			
Tractivity 383	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Cannington College expansion is not welcome and would be very detrimental to the residents of Cannington. It's road access to Chads Hill lane is unacceptable.</p> <p>Much is said about legacy benefits but they are more likely to be be a liability and would probably not normally receive planning consents.</p>	9068-431-2414			/	
Tractivity 450	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>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.</p>	9128-431-2434			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 473	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>EDF is a liability to the local communities and appears to be motivated only by minimal cost to EDF. Any perceived benefits for Cannington College will not be beneficial to Cannington residents. Currently the college does nothing positive for the village of Cannington.</p>	9149-431-3838	/			
Tractivity 492	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>Once construction is complete. I would hope Cannington would be left with some social housing and more accomodation for the college.</p>	9165-431-3518		/		
Tractivity 583	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>Is it really needed? How many people would need to use it? Just the one on the edge of Bridgwater might be useful as a park ans ride for workers and shoppers and perhaps one at a motorway junction for workers if needed for the EDF Energy station. Cannington site to be returned to natural habitat. Williton maybe partly useful but certainly not on such a large scale.</p>	9252-431-3213	/			
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>	9364-431-4126	/			
Tractivity 594	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>If the correct infrastructure for Cannington and the surrounding areas are not satisfactory to our needs then this whole monstrosity should as (Personal details removed) suggested will quite easily be built at Sizewell. So why oh why dont you take it there?</p>	9260-431-5638		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 612	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? EDF should ensure the local communities are well compensated for all of these works for Cannington they could provide the village with a flood bypass for Cannington Brook (especially as they will be adding to the problem) also traffic calming measures within the village, a new village hall and some investment on the local schools.	9276-431-3700	/			
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.	89210-431-5037	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	9. The proposed Legacy Plans for the accommodation and park & ride/freight sites should set out, prior to the DCO submission, how they will provide long term economic/tourism mitigation, compensation and legacy for Somerset communities through entrepreneurial approaches, such as joint ventures, and contribute to the low carbon Unique Selling Proposition of Somerset.	89211-431-4136			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is potential for a legacy feature to be created post reinstatement, e.g. a Community Woodland.	89248-431-4613			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	'Park and Ride facilities will not be continued for operation.' Why not? This would be a greener option which would also reduce traffic volumes on busy local roads. Since no staff have been recruited for the operation yet, use of Park and Ride could and should be included in their Terms of Employment. Will EDF reconsider this?	89289-431-11211		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	<p>Whilst the College is supportive of the development and keen to work with EDF on the skills agenda, it is important that its excellent reputation for high quality learning and facilities for its students is not jeopardised and that the potentially negative impact of the initial construction period, prior to the construction of the by-pass, is mitigated by other benefits that all students can enjoy.</p> <p>- We have already put forward proposals for sports and recreation facilities in Cannington, which could be enjoyed by students, community and EDF and its supply chain's workforce collectively and could be left as a legacy on completion of the project. We would like to return to discussions with EDF on the potential for development of sports and recreation facilities at Cannington. The current proposals for sports facilities at the worker campus are, we feel, a missed opportunity to combine needs of the workforce with benefits both in the short and long term for the students and village. Facilities such as an All Weather Pitch and Sports Hall could be greatly beneficial to students and the community but could also be accessed by the workforce through an appropriate booking system, which the College would be happy to manage alongside its existing recreational facilities.</p>	89436-431-10223		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No legacy strategy has yet been provided and the approach of EDF Energy is that legacy uses can be determined and agreed post submission and determination of a DCO application. The local authorities disagree with this approach and believe that agreement to potential legacy uses for the associated development sites should be the starting point for considering the design and layout of the sites.	89325-431-2240	/			

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	<p>Reinstatement of the site to greenfield land may be the only acceptable legacy use for the site and the Council would ensure that this is secured through planning requirements or a Development Consent Obligation. Nevertheless, there remains a concern that once developed, the site would come under pressure for alternative development that would not in normal circumstances be acceptable. For this reason, the Council are in the process of developing a masterplan for Cannington, in consultation with Cannington Parish Council, which would incorporate a legacy plan for the Park and Ride site and adjoining land. Legacy land use options being considered through this process are:</p> <ul style="list-style-type: none"> • A tourist picnic site with associated parking and welfare facilities; • A community hall; • Outdoor sports pitches (bowling green, cricket pitch, tennis courts, football pitch) • Affordable housing; • Community woodland; and • Enhanced public rights of way. <p>Proposals for renewable energy technologies such as photovoltaics, solar thermal collectors and ground source heat pumps are welcomed, and the Council would be interested to investigate with EDF Energy how this infrastructure could be retained as part of the legacy plan for the site (if appropriate)</p>	89373-431-5496	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The legacy elements for the associated development are still to be finalised but appear at present to provide little 'legacy' beyond a few ponds and hedgerow planting. Other aspects are mitigation not legacy. Reference to the evolving Green Infrastructure Strategy would provide a clearer indication of what could be achieved.	89427-431-1878	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- At present there is little evidence of legacy elements being incorporated into the design process.	89427-431-2797	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62915	Public	Stage 2 Update	<p>Park & Ride</p> <p>In the Consultation Document it states that the Park & Ride at Cannington will be removed after the construction of Hinkley Point C and that the land will be restored to a Greenfield site. At the above meeting, when questioned about this, it became obvious that this is not the intention of EDF in fact it was admitted by EDF staff that the Park & Ride facility will remain after construction of HPC to continue to be used by EDF for their transport etc.</p> <p>There are a number of key issues relating to this proposed park & ride facility i.e.</p> <ul style="list-style-type: none"> a) close proximity to residential accommodation b) flooding issues not addressed within this document c) noise/disturbance between 5am - midnight plus x 7 days per week d) light pollution e) possibility of future nightshifts f) dangerous access onto existing bypass because of the speed of traffic approaching the proposed g) access to the facility h) green field location outside village perimeter i) NO LEGACY BENEFIT FOR THE VILLAGE <p>No evidence has been produced for the need to provide a Park & Ride at Cannington on a green field site. If proven a necessary requirement then provision on the west of Bridgwater would alleviate traffic on the A39.</p>	89666-431-1161	/			
Tractivity 62915	Public	Stage 2 Update	<p>Within the Stage 1/Stage 2 Consultations the most important views from the majority of Cannington residents were almost completely ignored by EDF. This has been a PR exercise and not a consultation there is no legacy for the village of Cannington.</p>	89666-431-5071			/	
Tractivity 62926	Public	Stage 2 Update	<p>One further point seems to be worth suggesting. Many people are concerned that with a great increase in traffic will come a great increase in the likelihood of road accidents. In truth, even without this increase in construction traffic during the summer months when the volume of holiday traffic is high we have all witnessed the chaos an accident can bring as it can take a great deal of time for emergency vehicles to reach cases beyond an accident site. One means of alleviating such concern would be to discuss with Dorset & Somerset Air Ambulance the provision of a special helicopter to cover the Sedgemoor area.</p>	89671-431-2468			/	
Tractivity 62926	Public	Stage 2 Update	<p>build a community facility such as a new village hall and landscape what remains?</p>	89671-431-3410		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62983	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	As mentioned at question 4, the Cannington Park & Ride is not wanted. It was a great shock to hear (Personal details removed), during the recent consultation event in Cannington, admit (in front of witnesses) that discussions are now taking place to decide whether this park & ride facility will be permanent. For Cannington residents, having been told throughout the last 18 months that this facility was temporary and would be removed at the end of the construction period, there is now considerable doubt as to whether EDF will renege on this promise.	89689-431-3642	/			
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?	89695-431-458			/	
Tractivity 63007	Public	Stage 2 Update	Park and Ride -Both ideas I have seen for this are not entirely satisfactory -There is doubt regarding disruption and return to previous state	89695-431-1033	/			
Bridgwater College	Consultee with an interest in land	Stage 2 Update	We are pleased to see the intention made explicit that new sports facilities should be made available to the general public. We would urge EDF to consider the location of these sports facilities to ensure that these connect with and complement existing facilities, and infrastructure. We are particularly interested to see this realised at Cannington and North East Bridgwater. In both locations there would be an opportunity to significantly enhance the legacy for the College, schools and the general community.	89765-431-700		/		
Bridgwater College	Consultee with an interest in land	Stage 2 Update	- Looking slightly longer term, is there potential to retain part of the park and ride facility for parking for the College/village were this to be applicable when the facility is no longer required by EDF?	89765-431-9380		/		
Highways Agency	statutory consultee	Stage 2 Update	2.12 Once again the consultation from EDF Energy does not provide clarity regarding their intentions for legacy at each of the Associated Development sites.	89837-431-7218	/			
Highways Agency	statutory consultee	Stage 2 Update	3.24 EDF Energy state that they will cease operating the park and ride facilities in 2020, however no information is provided as to the action EDF Energy will be taking to restore these sites post 2020. Further information is required in respect of legacy and restoration.	89839-431-2934	/			

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>With respect to the legacy of the site, the Proposed Changes advise that the Park & Ride facility would be removed after the construction of HPC and that the land would be restored to a greenfield site. As set out in the Councils' Stage 2 response and Draft HPC SPD, this approach is supported as the basic position, with only flood risk management and planting to be retained where appropriate.</p> <p>Through the process of preparing the HPC SPD, the Council is currently exploring with the Parish Council and local residents whether alternative legacy uses would be appropriate in this location.</p>	89893-431-2925			/	
40	Comments received under the EIR from the IPC	Stage 2 Update	i) no legacy benefit for the village	89909-431-2173			/	
Tractivity 690	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>When EdF have finished with the site it should be given to Cannington Parish Council for "community use".</p> <p>The existing football field on Rodway is near Shark's Lane (track) and is too far out of the village for children to use. A new Village Hall is also needed in Cannington and land is needed to this purpose.</p> <p>I believe that most Cannington villagers would NOT like to see the land used for "industrial" or Bridgwater Collage purposes.</p>	9450-542-4071		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	However, restoration to agriculture does not take account of the wider socio-economic issues, and there is no discussion or consultation on legacy options.	89375-479-3913	/			

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	- We have concerns about the scale of the development that has been identified to potentially take place in Cannington. There is a significant risk that development in Cannington could have a detrimental impact upon the character of a small rural community.	87910-432-1238	/			<p>At the Stage 1 consultation, EDF Energy were proposing two search areas, to the north and south of Cannington respectively, as potentially suitable sites for the provision of an accommodation campus, freight logistics facility for road borne freight and a park and ride facility for 900 car spaces. Following feedback from the consultation EDF Energy decided not to pursue the provision of the accommodation campus and freight logistics facility at Cannington. On this basis, a number of concerns relating to the development of an accommodation campus and freight logistics facility have been addressed, through the removal of these proposals from the two search areas.</p> <p>At the Stage 2 consultation EDF Energy decided their preferred site for the park and ride facility would be within the southern search area, between the A39 Cannington southern bypass and the village, and that EDF Energy would therefore no longer be considering the northern area. On this basis a number of the concerns relating to the development of a park and ride facility in the northern search area have been addressed, through its removal from the proposals.</p> <p>Based on the work carried out for the Stage 2 consultation, EDF Energy determined that fewer workers would be requiring a park and ride facility at Cannington, and therefore reduced the proposed size of the car park to 371 spaces with access off the A39 being from a roundabout.</p> <p>Following yet further work on the workforce numbers after the Stage 2 consultation, EDF Energy determined that fewer workers would be living near Cannington than previously envisaged. EDF Energy therefore concluded that they would only require a park and ride facility with parking for up to 132 spaces for their workforce. In addition EDF Energy identified the need to provide, during the construction of Hinkley Point C (HPC), up to 120 spaces for visitors wishing to visit the proposed visitor centre at HPC. These proposals formed part of EDF Energy's Stage 2 Update consultation.</p> <p>As the park and ride facility would serve two different groups (i.e. workforce and visitors) EDF Energy believed it was necessary to keep the parking areas used by the workforce and the visitors separate. This dual function allowed EDF Energy to relocate the facility further to the west away from the residential properties at Oak Tree Way and Brownings Road and, with the reduction in traffic movements, to change the form of the junction onto the A39 from a roundabout to</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	We have concerns about the scale of the development that has been identified to potentially take place in Cannington.	87940-432-255	/			
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.	87940-432-1035	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.32. CAN-A Search Area (Figure 4.5) - Details should be provided on potential access location and form of junction. On an initial review, it is likely access can be obtained from the A39.	88010-432-354	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.35. It is not clear whether the 200 workers have car parking spaces in addition to the 900 P&R spaces. There is also a concern over having a freight consolidation centre this far into the rural area; its benefits in traffic terms should be clearly evidenced (4.5.1).	88010-432-1123	/			

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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	Cannington - The number of campus bed spaces proposed for Cannington (320 bed spaces) is considered out of balance with that proposed for Bridgwater (500) spaces.	88290-432-198	/			a give-way priority junction with vehicle movements being restricted to left-in and left-out only (see the Transport Assessment). Restricting the vehicle movements in and out of the facility would be achieved by using a combination of a road traffic island within the junction entrance that would channel traffic along with the use of appropriate prohibitory (right turn ban) road signage. An alternative solution to provide a longitudinal refuge island along the centre of the A39 carriageway was discounted, as the southern bypass was identified by the highway authority as one of the few sections of the A39 to the west of Bridgwater where overtaking is possible.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Proposals for the layout and design of development in the Search Area are required to demonstrate how the setting of Cannington Conservation Area would be protected or enhanced; and how the amenity and biodiversity value of Cannington Brook and the green wedge would be safeguarded;	88360-432-1533	/			EDF Energy are proposing to arrange the two discrete parking areas in a north-south alignment, about a central access road, which would enable the whole facility to be relocated within one plot of land and thereby avoid:
Bridgwater College	Consultee with an Interest in Land	Stage 1	It is envisaged that there would be several zones of activity in Cannington: - Village zone - College zone - Brymore zone - Golf/Equine/Activity centre zone	8774-432-15169			/	<ul style="list-style-type: none"> the ecological constraints that exist principally along the existing flood relief channel; and the area of land alongside the existing flood relief channel, identified as being at risk of flooding as determined by the flood modelling work undertaken by EDF Energy for the Cannington Park and Ride Facility Flood Risk Assessment (FRA).
Bridgwater College	Consultee with an Interest in Land	Stage 1	Village Zone This zone would be based at the Denman Farm campus development. The focus here would largely be on recreation and social. Suggested facilities would be: - Community hall/social club with sprung floor space for keep fit/aerobics type activity and/or badminton and changing facilities - Hard service area for tennis/five-a-side football - The village 'green' concept could also mean that cricket could be re-located here from the College site as well as bowling with the community/social club providing the changing facilities for both activities - A new pitch and putt could also be located here Facilities here would be particularly used by community and EDF workforce, although Brymore and College students particularly those in residential accommodation might also make use of these facilities, and sports students might access tennis or cricket facilities if appropriate to their particular specialisms.	8774-432-15336			/	At the same time EDF Energy were able to amend the application boundary and therefore reduce the area of land occupied by the proposed development. Whilst relocating the junction further west, EDF Energy also needed to ensure that the visibility standards required for traffic travelling along the A39 (particularly from the west) and using the junction complied with national standards for the speed limit of the A39 (derestricted). Each of the two parking areas would be provided with their own bus stops served by buses dedicated to either transporting workers or visitors to and from HPC. To enable buses to be on site at the start of first working shift the buses would be parked overnight in the bus stops provided. The proposed internal road network would not only provide access to and from the car park, it would also provide access for vehicles arriving at the site to either drop off or pick up employees. For this purpose a lay-

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Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>College Zone</p> <p>This zone could offer the more high level fitness activity as well as competitive sports. Suggested facilities might include:</p> <ul style="list-style-type: none"> - Sports Hall for in-door football/hockey/netball (4 badminton court size) and with viewing gallery for competitive sports activity. There would also be space for a fitness gym. The sports hall would house the administrative centre for the sports/recreation provision. - All weather pitch which would need to be floodlit. This would provide for hockey and football activity - Hard surfaced area for netball <p>Both College and Brymore students would access these facilities but they could also be booked by community groups or individuals or by EDF workforce in much the way the community currently accesses the Bridgwater sports hall and all weather pitch.</p>	8774-432-16271			/	<p>by would be provided just before the workforce parking area, as well as access for buses to the bus terminus and the means for all vehicles to turnaround.</p> <p>EDF Energy would provide a temporary bridge on the access road to the north of the proposed A39 junction. This would allow a new flood relief channel to be constructed by the Environment Agency, without disruption to the park and ride traffic. This would be edone during the occupation of the site by the park and ride facility and using funding provided by EDF Energy.</p> <p>Along with the standard car parking bays a number of oversized bays would be provided for accessible (disabled) parking and for vans/mini-buses. The accessible parking would be located near to the bus stops to minimise the interaction with the car park traffic. Areas of the car park would also be set aside for motor cycle parking.</p>
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>Brymore Zone</p> <p>Currently the focus of Brymore sports is on rugby and football, cross country (the Chad's Hill run) and swimming. The following would be of particular interest to Brymore:</p> <ul style="list-style-type: none"> - Swimming pool. The current pool is at the end of its life, and needs replacing. It is envisaged that a new facility would serve the needs of Brymore students as well as being available to College students, to the community and to the EDF workforce. For Health and Safety reasons the pool would need to be staffed whilst open, and this could be done quite economically through the use of NVQ/HE students acting as leisure assistants - The potential loss of Chad's Hill (if the access road goes that way) could be mitigated by the provision of an athletics track - Rugby would be provided within the track <p>All of these facilities would be available on a bookable basis for community and EDF workforce as well as for Brymore and College students</p>	8774-432-17080			/	<p>EDF Energy would not be providing an off carriageway cycleway along the A39 to access the site, but would still provide cycle shelters for workers, where they could secure their cycles. As the A39 junction would have restricted movements EDF Energy would provide a short length of cycleway on the southern verge. This would allow cyclists to dismount and cross the A39 and to enter or depart the site directly, without contravening traffic regulations or having to undertake a U-turn at one of the roundabouts at the eastern or western limits of Cannington.</p> <p>Within the workforce bus terminus area EDF Energy would provide an amenity building, which would be a single storey building accommodating a security office and staff mess room along with toilets for use by their staff and the workforce. In addition EDF Energy would also provide, within the bus terminus, two bus shelters, an information point and a smoking shelter</p>

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Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>Golf/Equine/Activity Centre</p> <p>- The Golf club which is a nine hole 18 tee course and a driving range already has 350 members for whom there is also a club house and café, EDF workforce could access this, but space would be limited. Extending this to 18 holes is a possibility to accommodate further demand. Some additional grazing/arable land might be required to cover the loss to the farm that this would necessitate.</p> <p>- The Equine Centre is already accessible to the community for riding lessons/pony club as well as to College students studying Equine courses. Riding lessons could be offered to EDF workforce if required.</p> <p>- Activity Centre with climbing wall, high and low ropes and team building activities is already available for commercial booking and this could be extended to EDF workforce.</p>	8774-432-18024			/	<p>(details can be found in the Cannington Park and Ride Facility Design and Access Statement (DAS)).</p> <p>Within the visitor bus terminus area EDF Energy would provide a similar amenity building accommodating a bus driver's rest room, along with toilets for use by the bus drivers and the visitors. As with the workforce terminus EDF Energy would also provide two bus shelters, an information point and a smoking shelter for use by visitors (details can be found in the Cannington Park and Ride Facility DAS).</p> <p>By relocating the park and ride further to the west, EDF Energy were also able to avoid crossing the existing flood relief channel, that would have been affected by the previous layout, thereby avoiding the need to either divert it or channel it through culverts beneath the car park.</p>
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>Conclusion</p> <p>The above provides a strategic approach to sports/recreation development in Cannington. There will need to be an administrative centre, which is best based near the all weather pitch to ensure that switching on and off of lights is appropriately managed and to manage the booking system for the various zones. There will need to be a presence at the Brymore pool during opening times and probably at the social/community centre. The presence here could double up for the bar/café service if appropriate.</p>	8774-432-18831			/	<p>It is EDF Energy's intention that soils excavated within the site for the construction of the facility would be retained within the area defined by the application boundary and not removed off site. This would not only avoid additional construction traffic movements on the highway network, but would also ensure there is material on site for the reinstatement of the land following the removal of the facility and its junction, once EDF Energy have no further requirement for a park and ride facility at Cannington. The excavated soils would be placed in mounds on the western and northern boundaries of the parking areas where they would provide some visual and acoustic screening. Due to the ecological, flood risk (details of which can be found in Cannington Park and Ride Facility FRA) and layout constraints on the eastern side of the parking areas, EDF Energy are only able to provide shallow height mounds on which screen planting would be provided. To provide further visual screening to the residents of Oak Tree Way EDF Energy propose to provide some additional planting along an existing field boundary to the east of the parking area.</p>
Tractivity 720	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>The Cannington park & ride will need to have explicit notices identifying its function and stating no on-site car parking will be permitted, otherwise casual visitors, or new entrants will prefer to drive to the sitem rather than wait for connecting bus services. The facility may well be useful at the end of life, for a hard surface recreational facility and should be offered to the locality</p>	9478-432-3973			/	<p>In the absence of any public sewers adjacent to the site EDF Energy are proposing that surface water from their facilities would be discharged to the existing flood relief channel. In order to mitigate the impact of surface water arising from their facility EDF Energy are proposing a number of Sustainable Drainage Systems (SUDS) to control the flow of water and reduce the risk of pollution. The flow of water off the site would be restricted to a greenfield run-off rate so</p>
Tractivity 753	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>After studying the planned site for this park and ride facility, I cannot see why it should not be sited on the other side of the Cannington bypass. This would mean traffic coming from Bridgwater would have a simple left turn into the facility and again to leave it for H.P.C. dispensing with the need for a roundabout so close to the existing one at the north end.</p>	9511-432-3790	/			
Tractivity 906	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>A good plan - minimising impact on Cannington</p>	9664-432-5821			/	

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	7. Any other ideas or comments? A park and ride facility on the Cannington bypass giving priority flow to the road by Hinkley workers is unacceptable. I know of no emergency service which has priority flow to their workers. This is undemocratic, it will give any company the right of passage for its workforce over the rights of the general public. The park and ride site will be deemed 'Brown Field' and will be developed for housing.	9694-432-4716	/			that EDF Energy do not increase the potential risk of off-site surface water flooding, as a result of their development proposals. To attenuate (store) the surface water EDF Energy are proposing to construct a balancing pond, which would at most times be a dry pond and would be removed following the use of the site. Due to the absence of public sewers EDF Energy are proposing to provide a below ground water treatment works, which would treat the foul water originating from the amenity buildings so that it is of an appropriate biological standard for discharging into the surface water drainage system and then into the existing watercourse.
Tractivity 1158	Public	Stage 2	7. Any other ideas or comments? The size of this should be reconsidered it is far too large.	9916-432-3647	/			The park and ride facility would be fenced with a 1.8 metre high weld mesh fence. CCTV cameras would be provided at strategic locations along the site boundaries and would be monitored by the security staff based in the new amenity building. Lighting would be provided for the facility which would also ensure adequate lighting levels during all hours of darkness along the boundary fence are suitable for CCTV surveillance. During the operation of the facility EDF Energy security staff would be in attendance 24 hours a day, seven days a week. Vehicles entering the facility to park would need to go through the barriers at the car park entrance, which would be controlled either directly by the security staff or an automated barrier system. The exit from the car park would be provided with one-way flow control plates which allow vehicles to exit but prevent unauthorised vehicular access.
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.	9013-432-1309	/			
Tractivity 565	Public	Stage 1	4. Any other ideas or comments? We strongly feel that the new Cannington park and ride site on the North side of Cannington should not be developed and that the South side scheme should be maximised - it is obvious that traffic will still pass through Cannington, taking the shortest route to any Northern car park as it is a shorter route than using the Western ring road if travelling from Bridgwater: This is human nature: The result will be increased traffic through Cannington scrap the Northern car park: Develop the Southern car park.	9234-432-1292	/			
Tractivity 602	Public	Stage 1	2. Any other ideas or comments? If you concrete, approximately one third of the area of Cannington - how do you expect to return it to its current farm field, wildlife, and copse condition? It will be a brownfield site and never return to its agricultural use. Developers will have free reign!	9268-432-766	/			To ensure the facility is used by its intended users EDF Energy would provide clear signage within the site, and where agreed by the highway authority within the public highway. Parking within the facility would only be permitted for those authorised to do so at Cannington. When the workers are inducted, at the start of their employment at the HPC development site, they would have been allocated parking at one of the proposed park and ride facilities and they would only be permitted to park at that allocated facility and not elsewhere.
Tractivity 62304	Public	Stage 2	Regard the park-and-ride site there is a flood risk, and the current A39 southern Cannington by-pass will be compromised by the installation of a roundabout to allow access to this area. The traffic that will utilise this facility will add to the existing road issues on the A39. Like it or not, that stretch is the only bit left where a caravan, tractor or lorry can be overtaken with relative safety when driving toward Minehead. If drivers cannot overtake at that point, they will attempt to pass vehicles on the Nether Stowey by-pass instead, which is an even greater danger.	9993-432-2114	/			When EDF Energy has no further requirement for a park and ride facility at Cannington for their construction workforce, and the new visitor centre at HPC is operational, then EDF Energy would remove the buildings, hardstandings, roads, drainage pond and associated infrastructure, including access onto A39, and undertake reinstatement works to enable the land to be returned to its former use.
Tractivity 62309	Public	Stage 2	Most of the traffic will be approaching from the East, so an additional approach lane shortly before entry (and central road barrier) will allow easy access.	9998-432-610	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62309	Public	Stage 2	Exit should be "turn left only" taking traffic back into A39 to turn at the Western Roundabout rather than attempting to cross the traffic flow. (The central road barrier will ensure no "taking a chance").	9998-432-771	/			
Tractivity 62517	Public	Stage 2	4. If one proposal sums up the lack of understanding of EDF of the transport problems of West Somerset it is the plan for a roundabout on the existing Cannington by-pass to access the P&R. This is one of only two places on the A39 between Nether Stowey and Bridgwater that it is safe to overtake.	10099-432-1970	/			
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	Your virtual (Editor's note: illegible word) of the road shows a cutting in front of my house but the plans do not - which is right?	10124-432-9271			/	
Tractivity 62590	Public	Stage 2	26/7/10 - Message from (Personal details removed) called wanting information on the Highways around Cannington and also the Park and Ride at Cannington (Personal details removed) phoned her	10141-432-48			/	
RAC Foundation	Non-Statutory Consultee	Stage 2	The proposed roundabout to give access from the A39 to the Cannington temporary park & ride site as at present positioned will block one of the very few potentially safe overtaking opportunities between Bridgwater and West Somerset beyond Cannington. EDFE should re-design the Cannington park & ride into a mirror image version so that the roundabout is at the western not eastern end. That allows for a westbound overtaking lane on A39 without widening bridges.	10267-432-6948	/			
Tractivity 62208	Dual - Consultee with an Interest in Land and Public	Stage 1	The whole area in CAN A is farmland. What will Brymore School do for summer pasture? What about the Green Wedge? Where do I put my goats in the spring and summer?	10276-432-2524	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Cannington Park and Ride and Flood Alleviation scheme: - Master Plan: A design justification is required that details the reasoning behind the layout of the site, particularly the use and design of culverts. This is to ensure the most sustainable design has been selected for this proposal.	89069-432-5383	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Topic: Design proposals</p> <p>Issue: It is unclear the reasons behind the master plan design for culverting of this site.</p> <p>Comment: We are pleased to see that NNB GenCo are proposing to provide the Cannington Flood Alleviation Scheme (FAS) for the village. This proposal scheme was the favoured option in the Environment Agency pre-feasibility study undertaken in 2006 within this area. Please note that this proposal needs to be re-appraised in light of the additional development proposed i.e. park and ride scheme and bypass road. We need to see a design justification regarding the layout of the proposal including the justification for a culvert (i.e. why all other options are not possible).</p> <p>The large number of culverts required in this design goes against the Environment Agency's approach to culverting which is to minimise the use of culverts wherever possible and maximise open channel. Has the use of bridges or changes in proposed routes been investigated?</p> <p>The new channel plan alignment appears similar to that proposed in the pre-feasibility study. We would suggest that an alternative channel alignment to the south of the A39 may be worth investigating, as there are a number of potential benefits.</p> <p>Action Design Justification is required</p>	89084-432-39	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Scale of proposals at Cannington and Williton.	89196-432-1556	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	<p>More detail is required on the design of the site.</p> <p>- Further details on hard surfacing including drainage and if a Sustainable drainage scheme (SUDS) will be used.</p>	89248-432-1262	/			

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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	Authorities position May 2010 Require further clarification on facilities including bike racks, toilets, info points etc Update August 2010 General information confirming that there will be cycle parking, management and welfare facilities is provided however no quantum is set out.	89329-432-8629			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The prospect of retaining the flood alleviation channel and balancing ponds is welcomed by the Council, if it is demonstrated that these will assist in alleviating long term flood risk in Cannington.	89373-432-5293	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Masterplan document provides a useful and reasonably comprehensive appraisal of the existing site character and context. <ul style="list-style-type: none"> Conservation of the historic environment is an important issue in Cannington. A plan should be included showing the relationship of the site with Cannington Conservation Area and Listed Buildings. Further viewpoints should be included, such as the view from the footpaths to the north of the site. There should be a detailed plan showing the both the Park and Ride and Western Bypass proposals, to allow consideration of cumulative effects. 	89373-432-6876			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The siting of the Park and Ride facility to protect the Cannington Brook County Wildlife Site is supported. <ul style="list-style-type: none"> The Park and Ride facility appears reasonably compact and adopts a rational, uncomplicated design. The access to the site is from the eastern side of the site, which is located nearest to residential areas. It is questioned whether the access could be located further to the west, reducing noise impacts to the closest residential properties. There may be potential for the spoil storage area to be relocated to improve noise attenuation and visual screening along the northern and eastern boundary of the site. 	89373-432-7478	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The proposed welfare and security building is of a modest and appropriate scale.	89373-432-8133			/	

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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>A commitment to design the security and welfare building to relate to the context of the site and use locally sourced materials is supported by the Council.</p> <ul style="list-style-type: none"> The stated aim to provide building and bus shelter structures that will allow for renewable sources of energy to be incorporated in them is welcome. There may be potential for the reuse of the bus shelters in the local area once the construction phase has ended. 	89373-432-8937			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>There is a concern that, because the existing southern Cannington bypass provides one of the only safe overtaking stretches along the A39 between Bridgwater and Williton, the introduction of a new junction may increase driver stress and frustration</p> <ul style="list-style-type: none"> Diversion of the footpaths around the Park & Ride site is noted. The diversion of the footpath on the west of the site should be re-routed so that footpath users are on the west side of the hedgerow, so that visual screening is provided. The provision of cycle parking at the site is supported. The proposed use of sustainable urban drainage techniques, such as permeable paving, to reduce surface water run-off is supported. 	89373-432-9395	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> Security proposals consist of a security office, security barrier within the site and 1.2m high post & rail fence, which are considered reasonable by the Council. There is no reference to CCTV and the Council will seek to agree an appropriate level of coverage with EDF Energy. Security lighting proposals comprise a motion-activated flood light for the welfare building and office, with all other external lighting being controlled by timers. This is considered appropriate for the site. 	89373-432-10106	/			
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 site appears to be over-engineered. Separate entrance and exits are shown, each with two control barriers. Typically a swipe card barrier can serve 300 vehicles per hour, and significant higher volumes can be obtained with automatic number plate recognition systems. The entry and exit roads could therefore be combined with a single barrier at entry and exit. Bus turning could be provided by a 20m diameter turning area.</p> <ul style="list-style-type: none"> No capacity calculations are provided to assess the adequacy of the proposed roundabout on the A39. Inadequate capacity would have safety and environmental implications Given the temporary nature of the car park consideration should be given to the use of porous granular materials for the car parking stalls. This will reduce the carbon footprint of the development and aid drainage and re-instatement. 	89374-432-4435	/			

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Tractivity 62911	Public	Stage 2 Update	It is also noted that the proposed access to the park and ride site has been altered and no longer has a proposed roundabout access. The existing bypass is used as a race track by many motorists and bikers with several accidents already recorded. The removal of this roundabout is likely to cause many major accidents with possible loss of life.	89663-432-4242		/		
Tractivity 62913	Public	Stage 2 Update	Landscaping, lighting design, the deployment of acoustic fencing and provision of infra-red CCTV will all need to be included in all Park and Ride proposals. This will all take time and money.	89665-432-5257		/		
Tractivity 62998	Public	Stage 2 Update	There is no need for a park and ride at Cannington unless EDF is planning to have a consolidation facility there?	89692-432-3313		/		
Tractivity 63007	Public	Stage 2 Update	Park and Ride -Both ideas I have seen for this are not entirely satisfactory -There is doubt regarding disruption and return to previous state -The Park + Ride is not convenient to Cannington Court. Development of the existing footpath may cause lighting, noise, litter and other social problems amid village housing.	89695-432-1033	/			
Cannington Parish Council	statutory consultee	Stage 2 Update	6.0 Transport Proposals Whilst the Council would prefer no park and ride site in Cannington, should it be built the Parish Council welcomes the reduction in the number of parking spaces as well as moving the facility slightly further from the local houses situated on Oak Tree Way and Hawkers Close.	89748-432-2507			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.103 Access arrangements are outlined for the construction phase at 3.3.3, where a left in-left out arrangement is proposed. It is unclear whether this is a long term strategy.	89847-432-9224		/		
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.104 Para 3.3.10 refers to the permanent access being constructed to an adoptable standard however there is no mention of what this layout may be. Left in-Left out should be considered to avoid unnecessary risk being taken on right turn vehicles exiting onto the A39, including assessment of likely implications of U-turning movements further up and down stream of the A39, as advised in our Stage 2 response.	89847-432-9405	/			

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Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.105 With regard to accessibility the Rights of Way improvements mentioned should be available at all times if they are to be effective and consideration should be given to them being illuminated.	89847-432-9819	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The reduction in the scale of the Park & Ride proposal by almost a third (in terms of car parking spaces) is considered a positive step as it would contribute to reducing landscape and environmental impacts. Design changes that locate the Park & Ride further west and within the boundary of a single existing field are viewed as improvements, as are new proposals to improve paths to the village centre.	89875-432-630	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The Council seeks more information on the highway safety implications of providing a T-junction instead of a roundabout into this proposed park and ride site.	89875-432-1386			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- The Park & Ride and access road has been moved further west within the site, potentially reducing the extent of noise and light pollution experienced by residents on Oaktree Way and Brownings Road in line with emerging Core Strategy policy D16. - Provision of a priority junction onto the A39 in place of roundabout is supported on the basis that it could assist in maintaining the flow of traffic on this part of the A39.	89893-432-208			/	
Cannington Parish Council	statutory consultee	Stage 2 Update	6.1 The Council notes that the roundabout EDF had proposed during their Stage Two consultation, has been withdrawn. As well as a safe access/egress to the park and ride site, this roundabout would have the added bonus of slowing the traffic on this fast stretch of road. This road is often used as a racetrack facility especially for motor bikes. The Council asks that this be reinstated.	89748-21-2904		/		
Landowner - Brymore School	Consultee with an Interest in Land	Stage 2	The proposed underpass for the movement of cattle needs to be widened to ensure the passage of farm vehicles is possible. This will reduce the amount of farm traffic needing to use the main road (farm machinery would need access, turning right onto a busy road at least twice a day).	10242-22-9440	/			

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Tractivity 63240	Consultee with an Interest in Land	Stage 2	7.7 The Estate also requests further details concerning what arrangements are to be put in place to secure and prevent access to the Park & Ride facility during the hours of midnight to 05.30 when it has been inferred that the facility will be closed.	89443-462-3298			/	<p>Responses raised at Stage 2 Consultation and the Stage 2 Update Consultation related to the operation of the park and ride facility, particularly in relation to working hours and associated impacts with traffic movements and shift working. In response to these issues the way in which the proposed development would operate is set out in, the Transport Chapter of Volume 6 of the Environmental Statement (ES). The mitigation proposals which have been put forward in order to minimise the impact of the proposals, particularly with regard to noise, air quality and lighting are also set out in each environmental topic chapters of Volume 6 of the ES.</p> <p>Concerns have been raised about the intention to operate the park and ride site 24 hours a day, seven days a week. The operating hours of the site are set out in Volume 6 of the Environmental Statement. There would be no scheduled arrivals or departures to the site between 01.00 and 05.30.</p> <p>The need to maintain adequate security at the proposed park and ride sites means that the perimeter of the site needs to be lit at all times. EDF Energy recognises that this has the potential to cause disturbance during non-daylight hours and therefore the proposals have been designed to minimise light spill beyond the boundary of the perimeter. This would be controlled through the provision of shielding on the lighting. Furthermore, the changes to the siting of the proposed park and ride site at Stage 2 Update, approximately 160m from the nearest residential properties, and the proposed landscaped buffer, would further reduce the impact of light polluting on nearby residents.</p> <p>Detailed impact assessments with regard to the impact of the proposals with regard to noise, transport, air quality and other environmental issues are provided within Volume 6 of the Environmental Statement submitted with this application for Development Consent Order (DCO),</p> <p>Details of likely peak hours of usage and worker shift arrangements, are explained in the Construction Method Statement.</p> <p>The Transport Assessment submitted with this application for a DCO gives detailed information on the number of buses and visitor car movements associated with the operation of the Cannington park and ride facility.</p>
Tractivity 1239	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? (Personal details removed) the Cannington park & ride. Because of the working hours we will have noise and light pollution from very early in the morning until very late at night.	89505-1764-700		/		
Tractivity 1269	Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? The extra noise through Cannington is going to be terrible, it is bad enough already without all the extra vehicles you intend to bring in and around our village. The early and late shifts will be the worst not fair on people who need to sleep because they have to be at work early. We do not want EDF in our village.	89535-1764-564			/	
Tractivity 1284	Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? Concern RE Cannington with shift early and late times. Staff will disemble after midnight at Cannington, also will be arriving between 5 - 5.30 Am at Cannington.	89550-1764-480		/		
Tractivity 1296	Public	Stage 2 Update	If the P&R facility at Cannington gets planning permission the working hours set out are completely unacceptable for the following reasons: 1. close proximity to residential accom 2. noise/disturbance between 5am - midnight plus x 7 days per week 3. light pollution 4. future nightshifts	89562-1764-1468		/		
Tractivity 1300	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? Around the clock onsite working means around the clock working at the Cannington park and ride which will create noise and light nuisance.	89566-1764-1735		/		
Tractivity 1327	Public	Stage 2 Update	Very concerned by the adoption of double shift working because of the additional nuisance from the proposed Park & Ride facility at Cannington, starting at 5.00pm in the morning to 12.00 midnight	89593-1764-743		/		
Tractivity 62911	Public	Stage 2 Update	The proposed shift patterns will affect the village for years on a twenty four hour daily basis.	89663-1764-3193		/		

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Tractivity 62913	Public	Stage 2 Update	EDF say there will be double shift working as well as possible, (probable?) night shifts. This means that the Cannington Park and Ride will be in operation 24 hours per day, Mon - Fri with a half day, (p17 'single morning shift from 6.00 to 8.00 and 1.00 to 3.00') on Saturday and 'limited maintenance activities on Saturday afternoons or Sundays'. How confusing! Why can't EDF be open and honest and say that workers will be travelling to and from the site around the clock every day? This will not only affect Cannington residents but roads throughout the area will be in use to enable access to Hinkley 24/7.	89665-1764-3457		/		
Tractivity 62913	Public	Stage 2 Update	There is no mention of Park and Ride buses nor visitors cars. How many are expected, surely residents of Cannington have a right to know.	89665-1764-5602	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	There is also a lack of clarity on whether it is intended that the Park and Ride site would be used for visitors to the Hinkley PIC and, if so, where the visitors would park when the Park & Ride is removed. A travel plan for the visitor centre during construction and operation is required.	89892-1764-17599	/			

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	- Flood Risk CAN-B is predominantly within flood zone 1, although the very northern extremities of the site are within flood zone 2/3 of the Putnell Rhyne - this part of the site should be effectively discounted for built development.	88830-434-7325	/			EDF Energy's Stage 1 consultation identified land at Cannington as a potentially suitable location to accommodate some or all of the following land uses: <ul style="list-style-type: none"> a campus to accommodate up to 200 construction workers with associated living and recreational facilities; a park and ride facility to accommodate up to 900 cars; a freight consolidation facility for road borne freight.
Cannington Parish Council	Statutory Consultee	Stage 1	The Council feels that once again this construction in a rural village would lose the village identity and therefore do not see this proposal as being suitable for Cannington. This is a green field site.	8746-434-7241	/			Two search areas were identified as potentially suitable locations for a park and ride facility, CAN-A and CAN-B. The CAN-A search area was located directly to the south of Cannington, outside the settlement boundary. The CAN-B search area was located to the north-west of Cannington, to the east of Cannington Quarry and the west of Rodway Road.
Cannington Parish Council	Statutory Consultee	Stage 1	The Council feels that once again this construction in a rural village would lose the village identity and therefore do not see this proposal as being suitable for Cannington. This is a green field site.	8746-434-7723	/			A number of responses received to the Stage 1 consultation showed a preference for CAN-A over CAN-B. The joint response from Sedgemoor District Council (SDC) and West Somerset Council (WSC) to the Stage 1 consultation acknowledged that there could be a special case, related to the Hinkley Point C Project (HPC Project), for building outside of the settlement boundary. They stated that CAN-A was preferred over CAN-B as a possible site for the location of a park and ride to serve the HPC Project, particularly on the basis of the proximity to the village. There was also concern from residents over the location of the Putnell Cottages within the CAN-B search area.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Although the merits of the individual Cannington areas of search are discussed and further areas within the village are discounted, the document fails to address why such uses could not be better provided elsewhere.	88290-434-360	/			It was also acknowledged that parts of the CAN-B search area are located within a floodplain. A number of responses from the local community also raised significant concerns about the siting of accommodation campuses on the pitch and put course, which lay within the CAN-B search area.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Sedgemoor District Council (DC) propose that the quantity of bed spaces currently proposed for Cannington should be significantly reduced, but suggest that there may be scope for accommodating a limited number of construction workers in Cannington by one or both of the following means: <ul style="list-style-type: none"> - Accommodation of construction workers in refurbished college residences, as proposed for search area CAN-C. - Accommodation of construction workers and their families in dwellings provided on a rural exception site, which would be made available as affordable housing and/or sheltered housing for the elderly. The Council would welcome the opportunity for a joint discussion with EDF Energy, Cannington College, and Registered Social Landlords (RSLs) about the scope for housing a limited number of construction workers in Cannington.	88290-434-2324	/			At Stage 1, EDF Energy also identified two further search areas, CAN-

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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>The policy presumption is for strict control of development outside the defined settlement boundary of Cannington, although it is acknowledged that there could be a special case for associated development linked to Hinkley. It is the initial view of Sedgemoor DC that Search Area CAN-A is not suitable for the development proposed:</p> <p>- 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.</p>	88350-434-4441	/			<p>C and CAN-D, as potentially suitable locations for campus accommodation for up to 120 construction workers. Significant concerns were raised by the local community regarding the provision of campus accommodation in Cannington and therefore this element was removed from the proposals consulted on at Stage 2.</p> <p>WSC and SDC also noted in their consultation response that the CAN-A site has a good relationship to the local road network and would help reduce the number of vehicle movements through the village.</p> <p>Other responses to consultation were concerned about the potential for permanent buildings outside of the settlement boundary. The proposed park and ride site will be temporary, only for the period necessary to construct the HPC development site, and the site will be restored to agriculture once it is no longer needed by EDF Energy (see the Post-Operational Strategy appended to the Planning Statement for details). On this basis, EDF Energy is not proposing any permanent buildings outside of Cannington settlement boundary.</p> <p>Other consultation responses stated that the rationale had not been given for why the sites chosen were the most appropriate. This rationale is set out in the Transport Assessment and the Alternative Sites Assessment appended to the Planning Statement.</p> <p>The site has been located to minimise impacts on the local community. Residents of Brownings Road also raised concerns about the location of the site adjacent to their property boundaries, related to the scheme presented during EDF Energy's Stage 2 consultation. These concerns are acknowledged and as a result, the scheme presented at the Stage 2 Update consultation (and proposed as part of the application for a Development Consent Order (DCO)) moved the proposed park and ride facility into one field boundary and significantly further from the residential properties at Brownings Road. The scheme also includes an enhancement of the existing hedgerow between the proposed park and ride site and the housing at</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>- Park & Ride facility - the large scale of Park & Ride facilities proposed at Cannington is questioned and will require further justification. Search Area CAN-A may be preferred to CAN-B due to the location closer to Cannington village, which would encourage walking rather than driving from the village to access bus services.</p> <p>- Freight Consolidation Facility - proposals for freight consolidation facilities at Cannington are not supported by Sedgemoor DC at this time. Should it be demonstrated that a facility at Cannington is absolutely necessary for an effective freight consolidation strategy, it is the Council's initial view that search area CAN-B would be preferred over CAN-A as there would be reduced disturbance to residential properties.</p>	88360-434-0	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>In the circumstances that EDF Energy decided to progress proposals for CAN-A, development schemes would need to be further developed to address the following matters:</p> <p>- EDF Energy to demonstrate why permanent buildings could not be located within the existing settlement boundary;</p>	88360-434-761	/			

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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	- Siting the Park and Ride and consolidation facility to the south of Cannington will help to reduce the number of vehicle movements through or around the village; - The area has a good relationship to the existing local road network and western Cannington Bypass route option;	88360-434-2373			/	Brownings Road and Oak Tree Way. Concern has been raised about use of greenfield land, rather than on alternative brownfield sites, including those in Bridgwater. A park and ride site has been proposed in Cannington to cater for those workers within the immediate catchment of the HPC development site (i.e. west of Bridgwater and within the Cannington area). If park and ride facilities were only located in Bridgwater, as some consultation responses have suggested, the workforce living closer to the HPC development site and in Cannington itself would have to travel back towards Bridgwater, further away from HPC, which would result in unnecessary trips on the local road network, contrary to the principle of the transport strategy. EDF Energy is however also proposing as part of the application for a DCO development on brownfield land i.e. the facilities at Junction 24 of the M5 Motorway and Williton.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Furthermore, large parts of the search area are located outside the floodplain.	88360-434-2657			/	In addition to the search areas presented as part of EDF Energy's consultation, the Alternative Sites Assessment (ASA), within the Planning Statement , has been carried out which assesses alternative sites for development associated with the construction of HPC against a range of planning, environmental, sustainability and economic criteria. This assesses the suitability of various alternative sites in Cannington for a park and ride facility, including land to the south of the A39. The ASA also demonstrates that all previously developed sites at Cannington were not suitable alternatives for the provision of a park and ride site instead of the greenfield sites and it explains why there are no suitable alternative sites in Cannington that would fulfil the objectives of the transport strategy.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	A potential advantage of the CAN- A search area is that there is scope to locate residential and recreational buildings and facilities contiguous to the existing settlement boundary, if there are no suitable sites available within the village.	88360-434-3502			/	The proposal has been sited having regard to the need to minimise the impact on Cannington and respect its village identity, and the scale has been significantly reduced since the initial consultation stages to be within one field boundary. The potential legacy benefits of locating the site within the village
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- EDF Energy to demonstrate why permanent buildings could not be located within the existing settlement boundary;	88370-434-4654	/			

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	<p>The comparative advantages of providing a Park & Ride facility, freight consolidation facility and spoil disposal site (Cannington Quarry) at the CAN-B search area are understood, in particular:</p> <ul style="list-style-type: none"> - The proposed land uses would be located away from residential properties in an area, thereby reducing disturbance to residents; - The area has good potential to provide a combined road and water-borne freight consolidation facility, given the proximity to Combwich Wharf and Hinkley Point C site. - The quarry is located within relatively close proximity to Hinkley, so would limit the need for long distance spoil transportation, depending on the locations of alternative sites; - It is noted that the site at CAN-B is also well located in relation to northern junctions of the Cannington Bypass route options, although in comparison to CAN-A, road freight would need to travel through or past the village prior to consolidation. 	88380-434-68			/	<p>were not considered to outweigh the disbenefits of not being able to intercept traffic before it passed through Cannington.</p> <p>One consultation response raised concerns about the siting of the park and ride to the south of Cannington in relation to highway safety. The park and ride sites are part of a transport strategy to minimise trips on the highway network, which is expected to deliver highway safety benefits. EDF Energy have developed the park and ride sites in consultation with Somerset County Council, who have advised on the safety of the proposed access arrangements and, as a result, a priority junction is proposed into the Cannington park and ride site, to replace the roundabout previously proposed. The application for development consent also includes a number of other highway improvements within the local area, including a roundabout at Sandford Corner, to respond to local concerns.</p> <p>Some consultation responses have raised concerns that the park and ride strategy is being put forward as the 'cheapest solution'. The transport strategy has been developed having regard to the most appropriate way to limit the impact on the local highway network through intercepting traffic at key points. Concerns raised by the consultation responses with regard to the need for a northern Bridgwater bypass, including the relevance of the 1989 HPC Inquiry, are dealt with elsewhere in this Consultation Report.</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>Search Area CAN-C is the Council's preferred option for a campus development of limited scale in Cannington. This is because CAN-D falls outside the defined settlement boundary, is located in an area of open space and is currently use as a golf recreation, training and education facility. There are is also mature planting on the site and insufficient detail has been provided at this stage to comment on the impact of tree felling and hedgerow removal at this stage.</p>	88380-434-4684	/			<p>Consultation responses have also raised concerns as to why the site to the south of the A39 was not chosen as an alternative to the site to the north of the A39. The site to the north of the A39 was considered most appropriate by EDF Energy for the following reasons:-</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>The case for search area CAN-D is considered less strong at this stage, taking account of the location outside the defined settlement boundary and existing alternative outdoor leisure use.</p>	88390-434-814	/			<ul style="list-style-type: none"> • the site to the south of the A39 is significantly more divorced from the village and therefore any proposals, albeit temporary, would have a significantly greater effect on landscape character and setting than the site to the north of the A39; • the land to the south of the A39 is in a remote location which would require a pedestrian bridge to be built over the A39;

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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 Stage 1 Consultation Document provides a summary of the key issues pertinent to development proposals for the search area, but does not distinguish between the fact that search area CAN-C is located within the existing settlement boundary (as defined in the Local Plan), while search area CAN-D is not.	88390-434-1204			/	<ul style="list-style-type: none"> the site to the north of the A39 lies within an envelope provided by Cannington Village boundary and the A39, which forms a barrier between Cannington and the open countryside beyond; and the proposals have now been amended to show a priority junction to access the site, rather than the roundabout previously shown at Stage 2, in response to concerns about the additional impact of a roundabout in this location. <p>WSC and SDC also raised concerns as to why the sites were not being promoted through the development plan process. Primary policy guidance is provided for the HPC Project in National Policy Statements. Further information on the status of the development plan is provided in the Planning Statement, which considers the weight that should be attached to local planning and other policies.</p>
Tractivity 714	Public	Stage 2	7. Any other ideas or comments? Why on the North side of Cannington By-Pass. Why not on South side? Concerns over traffic movement at off peak time (i.e. evening & night), lighting and added slowing off A39 flow with yet another roundabout entrance to proposed facility.	9472-434-4161	/			
Tractivity 725	Public	Stage 2	5. Any other ideas or comments? With the park & ride facilities in Cannington, why can't they put it on the opposite side to what has been proposed. It would be on the right side of the road for traffic going to work from the main campuses in Bridgwater.	9483-434-2074		/		
Tractivity 731	Public	Stage 2	7. Any other ideas or comments? Its in suitable location	9489-434-3160			/	
Tractivity 753	Public	Stage 2	7. Any other ideas or comments? After studying the planned site for this park and ride facility, I cannot see why it should not be sited on the other side of the Cannington bypass. This would mean traffic coming from Bridgwater would have a simple left turn into the facility and again to leave it for H.P.C. dispensing with the need for a roundabout so close to the existing one at the north end.	9511-434-3790	/			
Tractivity 807	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? A park and Ride needs to be away from residential areas	9565-434-4563	/			
Tractivity 875	Public	Stage 2	6. Any other ideas or comments? Less accomodation in the way	9633-434-3245	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 901	Public	Stage 2	7. Any other ideas or comments? If still required (after road relocation, see Q5) this should be not only south of Cannington (in fact, what you propose is a wedge into the southern side of Cannington) but south of the A39. That will remove lighting, noise and visual impact on many residents, at no extra cost to EDF.	9659-434-3607		/		
Tractivity 1117	Public	Stage 2	7. Any other ideas or comments? Suggest facility is located on the other side of the A39 nearer to the Kellands/Greenslades facility	9875-434-3449		/		
Tractivity 245	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? Hinkley Point C Pre-Application Consultation 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.	9341-434-4805	/			
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.	9014-434-1049	/			
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.	9014-434-2507	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 326	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? Access road is paramount. Building accommodation blocks on sensitive areas in village should not take place, alternative sites can easily be found if there is a will.	9014-434-4710	/			
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	9057-434-2436	/			
Tractivity 370	Public	Stage 1	We do object to the countryside around Combwich & Cannington being totally disrupted - the landscape will be an eyesore with increased noise levels. Most people have chosen to live in a village to enjoy the countryside mainly for its beauty, peace & quiet not to live amongst an industrial site. We feel there must be other alternatives to bypass the villages.	9057-434-4696	/			
Tractivity 390	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? yes the two Bridgwater sites would be useful 8. On the outskirts of Bridgwater (see map) Box ticked: North - near Junction 23 of the M5 8. Near Cannington (see map)	9075-434-2724			/	
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.	9089-434-4088	/			

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Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>As a resident living in the centre of the proposed CAN B area. our (Personal details removed) on the plans the following relate to both CAN B and the immediate area.</p> <p>Transport - Park and Ride/Frieght Centres should be before Cannington and at sites that reduce the traffic through Bridgwater as well as the approach to Cannington.</p> <p>Neither CAN A or CAN B sites take into account the A39 from Bridgwater to Cannington and the road design with two hazardous corners that have led to accidents in the past. One accident last year closed the road most of the day and into the evening causing gridlock in the area. More traffic along this road will lead to more chances of similar incidences occurring.</p> <p>Could the Transport consolidation facilities for both people and freight be before Cannington on the straight part of the A39 taking out the hazardous corners at the same time?</p> <p>The CAN B developmen area in particular seems to be</p>	9352-434-1129	/			
Tractivity 509	Public	Stage 1	<p>Everything is too near the village. Given the huge land use (one of the main objections to the original wind farm proposal which we thought would not apply so much to Nuclear) surely the site could be squeezed up towards the coast more.</p> <p>In particular - the proposed permanent outage car park is too close to the southern edge - surely it could be move closer to the developed part of the final site. Also, the proposed campus accomodation 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.</p>	9181-434-4436	/			
Tractivity 520	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Park and ride suggestions on the attahced map of Cannington. The proposed area to the North Wesr of Cannington would totally destroy the hamlet of Putnell and the habitat in which six households live. Park and ride facilities should be located where they would not impose the noise, the floodlighting, the lack of privacy and the dramatic loss of value of the property on our household.</p>	9192-434-870	/			
Tractivity 524	Public	Stage 1	<p>You seem to be determined to ruin the village of Cannington but there is no need to do so.</p> <p>Keeping transport and accommodation away from villages must be your priority, thereby avoiding disruption.</p>	9195-434-1011	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 564	Public	Stage 1	4. Any other ideas or comments? Provided it is to the South of Cannington.	9233-434-900			/	
Tractivity 565	Public	Stage 1	4. Any other ideas or comments? We strongly feel that the new Cannington park and ride site on the North side of Cannington should not be developed and that the South side scheme should be maximised - it is obvious that traffic will still pass through Cannington, taking the shortest route to any Northern car park as it is a shorter route than using the Western ring road if travelling from Bridgwater: This is human nature: The result will be increased traffic through Cannington scrap the Northern car park: Develop the Southern car park.	9234-434-1292	/			
Tractivity 565	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Centre all Cannington development around the Southern side of the village, scrap the proposed Northern park and ride as it will encourage traffic through the town.	9234-434-3161	/			
Tractivity 565	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 strongly feel that the park and ride and freight developments proposed for the North side of Cannington should not be pursued. This is green land outside the village of boundary. Development to the South of Cannington should be pursued. A Northern development will encourage traffic through Cannington despite the ring road.	9234-434-5533	/			
Tractivity 594	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? If the correct infrastructure for Cannington and the surrounding areas are not satisfactory to our needs then this whole monstrosity should as (Personal details removed) suggested will quite easily be built at Sizewell. So why oh why dont you take it there?	9260-434-5638		/		
Tractivity 613	Public	Stage 1	We own a house (Personal details removed). We bought this house with care for our retirement. We bought this specific house for the rural views WE DID NOT BUY IT TO HAVE AN ENORMOUS CAR PARK BACKING ONTO OUR GARDEN!!!!!! It is unlikely that is we will be able to sell it, with the proposed car etc let alone housing for large vehicles and storage. We have improved the house considerably, all lost! Why put a car park etc backing onto property when there are other fields adjacent to the roundabout!	9277-434-381	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 613	Public	Stage 1	3. Do you have any comments on the strategy for rights of way across the site during and following construction? Yes don;t want any loss of particular land backing onto Brownings Road.	9277-434-1292	/			
Tractivity 30697	Public	Stage 1	You say that EDF Energy does not intend to purchase our home if a Park and Ride facility is located in the search area to the North West of the village of Cannington. I know that you have given this assurance to our neighbours. In identifying this site as a potential Park and Ride you will know that if it goes ahead, it will totally destroy the hamlet of Putnell and the habitat in which six households live. We have had a meeting with (Personal details removed) and put it to him that there are other locations that would not impose the noise, the floodlighting, the lack of privacy and the dramatic loss of value of the property to any households. One option we discussed I have shown on the enclosed map. It is on the A39, the route from Bridgwater, it is flat, it is above the flood table and is convenient for either of the Cannington by-pass options. What is even more important there are no households that would suffer the fate of being within a Park and Ride area.	9383-434-237	/			
Tractivity 62309	Public	Stage 2	However, using my experience of road use and behaviour in the area I would urge you to consider siting it to the South of the A39. (Yes, this would move it further from village houses and not impinge on a reasonable size green area, but my main reason is traffic safety and flow, particularly of emergency vehicles).	9998-434-290		/		
Tractivity 62309	Public	Stage 2	Please give this serious consideration, bearing in mind the hours of delay caused in recent years by traffic accidents at the awkward Junction of Sandford Corner. Siting to the north - as seems the current proposal - will set up another potential accident black-spot.	9998-434-980	/			
Tractivity 62384	Public	Stage 2	In any event, why did EDF not suggest using the southern side of the existing Cannington bypass for this proposal where it would have far less impact on local residences?	10047-434-5297		/		
Tractivity 62386	Dual - Consultee with an Interest in Land and Public	Stage 2	EDF also wish to build a park and ride area on the north side of Cannington bypass. Why can't it be built on the south side of the by pass so it does not impinge on anyone's homes? Then at a later date it can be returned to agricultural land.	10049-434-3121		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62583	Public	Stage 2	6. If a park and ride facility is to be built, then a facility on the opposite side of the existing Cannington bypass would appear to be equally viable and much less disruptive to the village. If there is to be a park and ride at all, serious consideration should be given to this alternative and, if it is rejected, reasons should be provided.	10134-434-2636		/		
Nether Stowey Parish Council	Statutory Consultee	Stage 2	2.2 It is noted that in the Stage 2 "Preferred Proposals" documents the scale and location of much of the associated (off site) developments has changed from those outlined at Stage 1. Whilst some of these changes may reflect comments made at Stage 1 it is notable that on some issues, despite local opposition, EDF Energy has not amended its position.	10226-434-6461			/	
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.	89324-434-4313	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The 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.	89325-434-5299			/	
Tractivity 62998	Public	Stage 2 Update	Too much green land taken in the proposal @ Cannington with the by pass as well. Village will be swamped.	89692-434-3427	/			
Tractivity 70648	Consultee with an interest in land	Stage 2 Update	No account has been taken of the view that, if a park and ride facility is to be provided at all, it would be better built on the opposite side of the existing Cannington bypass. This would appear to be equally viable and much less disruptive to the village.	89766-434-874			/	
1	Comments received under the EIR from the IPC	Stage 1	Cannington South search area falls outside the defined settlement boundary and would use high quality agricultural land. Part of the area falls within a Local Plan Green Wedge designation and Cannington Conservation Area alongside residential properties would cause disruption/ noise/ light pollution?	89790-434-2858		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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,	89791-434-1306			/	
13	Comments received under the EIR from the IPC	Stage 2	Naturally we are relieved in the proposed reduction of scale as some of the above has since been scrapped. There are exceptions being the suggested "Western by-pass" is wrongly placed, and the current proposal of a 360 car parking area on a Greenfield site; the size of which will be the same as Bridgwater Morrison's Car-Park.	89802-434-382	/			
40	Comments received under the EIR from the IPC	Stage 2 Update	h) green field location outside village perimeter	89909-434-2121		/		
40	Comments received under the EIR from the IPC	Stage 2 Update	No evidence has been produced for the need to provide a Park & Ride at Cannington on a green field site. If proven a necessary requirement then provision on the west of Bridgwater would alleviate traffic on the A39.	89909-434-2214	/			
Tractivity 1156	Public	Stage 2	6. Any other ideas or comments? As you have not fully appraised the impacts of the different route options for a Cannington bypass, it is not possible at this stage to state that the western route would have less environmental impact.	9914-22-3489	/			
6	Comments received under the EIR from the IPC	Stage 1	The questionnaire puts forward two alternative sites for a facility at Cannington. Although I would reject them both, I must now express a preference between them. I come down unhesitatingly in favour of CAN-A and against CAN-B, If it is desirable to intercept light vehicles at Cannington, then it must be desirable to do it earlier in their journey rather than later, and certainly before they have to drive round the new bypass. - The reasons which I have given, in relation to park and ride, for preferring CAN-A to CAN-B apply largely here as well.	89795-1574-1531	/			
Tractivity 811	Public	Stage 2	5. Any other ideas or comments? The Park and Ride facility should NOT be located at the south of Cannington.	9569-41-1939		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 690	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>When EdF have finished with the site it should be given to Cannington Parish Council for "community use".</p> <p>The existing football field on Rodway is near Shark?s Lane (track) and is too far out of the village for children to use. A new Village Hall is also needed in Cannington and land is needed to this purpose.</p> <p>I believe that most Cannington villagers would NOT like to see the land used for "industrial" or Bridgwater Collage purposes.</p>	9450-538-4071	/			<p>During Stage 2a Update consultation, Somerset County Council (SCC) noted that any adverse effects on Public rights of Way (PRoW) should be discussed with them. EDF Energy carried out discussion with SCC Rights of Way Team in September 2011 to confirm the lack of impacts on the PRoW within or adjacent to the Cannington park and ride site.</p> <p>During the Stage 2 consultation a member of the public, and both Sedgemoor District Council and West Somerset Council noted that two additional leisure facilities (Cannington Walled Garden and Cannington Play Area) should be identified in the baseline along with a text change in relation to the SCC Rights of Way Improvement Plan (RoWIP). Volume 6, Chapter 17 of the Environmental Statement (ES) was revised to include the additional amenity and recreation facilities in the study area, as shown on Figure 17-1 (Volume 6) of the ES, as well as appropriate text change added to Section 17.3 in relation to the RoWIP.</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Change paragraph on RoWIP as set out before.	89238-538-13256			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Further facilities were recorded by the Western Somerset Leisure Audit, which should be added to the baseline:</p> <ul style="list-style-type: none"> • Cannington Play Area • Cannington Walled Garden 	89378-538-1357			/	
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's assessment of obstruction and disturbance impacts at the main site are founded on well researched baseline information of recreation and amenity assets	89424-538-16759			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-Cannington - Revised Park and Ride site - any adverse effect on existing Rights of Way remains to be discussed with SCC.	89856-538-3795			/	

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 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.	88360-546-3748			/	<p>During the Stage 2 consultation, Sedgemoor District Council and West Somerset Council noted that EDF Energy should consult with owners and operators of leisure and recreation facilities.</p> <p>Throughout the development of the proposals at Cannington, EDF Energy has been in consultation with many organisations, residents, and owner/operators in the study area. As the proposed options developed in relation to the park and ride site from Stage 2, the number of owner/operators decreased in terms of those potentially affected until the final park and ride site proposal affects only one individual landowner. EDF Energy have carried out extensive consultation with that landowner, as well as continued consultation with other owner/operators of facilities (both leisure and community) within the study area, such as the Parish Council, Brymore School, and Cannington College. Informal consultation is covered in Chapter 4 of the Consultation Report.</p>
Bridgwater College	Consultee with an Interest in Land	Stage 1	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. At Cannington this could be further facilitated through the development of recreational and sporting facilities made available to both workforce and community. Early access to these facilities for the community would make the disruption more palatable than having to wait for legacy use only at the end of the construction phase. As EDF colleagues will be aware, the College along with Brymore School and the Community are proposing a range of recreational/sporting facilities which could be available through a bookable system which the College is happy to coordinate.	8774-546-490			/	
Bridgwater College	Consultee with an Interest in Land	Stage 1	Assuming that EDF's proposal for accommodation at Denman's Farm proceeds, our proposal is for recreational/sporting facilities to be developed alongside this accommodation as presented in the original paper submitted to EDF (copy attached). This would then form part of an overall recreation/sporting proposal for the village supporting workforce, community school and College needs, and coordinated in a managed way.	8774-546-6325		/		
Bridgwater College	Consultee with an Interest in Land	Stage 1	Sports/Leisure Developments at Cannington There is an opportunity through the collaboration between EDF, Bridgwater College and Brymore to create a Sports/Leisure complex which meets the needs of school, college, community and EDF workforce to a far greater extent than could be the case if each were considered separately.	8774-546-14541		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>Village Zone</p> <p>This zone would be based at the Denman Farm campus development. The focus here would largely be on recreation and social. Suggested facilities would be:</p> <ul style="list-style-type: none"> - Community hall/social club with sprung floor space for keep fit/aerobics type activity and/or badminton and changing facilities - Hard service area for tennis/five-a-side football - The village 'green' concept could also mean that cricket could be re-located here from the College site as well as bowling with the community/social club providing the changing facilities for both activities - A new pitch and putt could also be located here <p>Facilities here would be particularly used by community and EDF workforce, although Brymore and College students particularly those in residential accommodation might also make use of these facilities, and sports students might access tennis or cricket facilities if appropriate to their particular specialisms.</p>	8774-546-15336		/		
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>College Zone</p> <p>This zone could offer the more high level fitness activity as well as competitive sports. Suggested facilities might include:</p> <ul style="list-style-type: none"> - Sports Hall for in-door football/hockey/netball (4 badminton court size) and with viewing gallery for competitive sports activity. There would also be space for a fitness gym. The sports hall would house the administrative centre for the sports/recreation provision. - All weather pitch which would need to be floodlit. This would provide for hockey and football activity - Hard surfaced area for netball <p>Both College and Brymore students would access these facilities but they could also be booked by community groups or individuals or by EDF workforce in much the way the community currently accesses the Bridgwater sports hall and all weather pitch.</p>	8774-546-16271		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Bridgwater College	Consultee with an Interest in Land	Stage 1	<p>Brymore Zone</p> <p>Currently the focus of Brymore sports is on rugby and football, cross country (the Chad's Hill run) and swimming. The following would be of particular interest to Brymore:</p> <ul style="list-style-type: none"> - Swimming pool. The current pool is at the end of its life, and needs replacing. It is envisaged that a new facility would serve the needs of Brymore students as well as being available to College students, to the community and to the EDF workforce. For Health and Safety reasons the pool would need to be staffed whilst open, and this could be done quite economically through the use of NVQ/HE students acting as leisure assistants - The potential loss of Chad's Hill (if the access road goes that way) could be mitigated by the provision of an athletics track - Rugby would be provided within the track <p>All of these facilities would be available on a bookable basis for community and EDF workforce as well as for Brymore and College students</p>	8774-546-17080		/		
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 stated that consultation has been undertaken with the operators or users of other leisure and recreation facilities in the area.	89378-546-1048	/			

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 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.	88360-540-3748			/	During the Stage 2 consultation a member of the public, and both Sedgemoor District Council and West Somerset Council, stated that two Public rights of Way (PRoW) would be affected by the Cannington park and ride facility. Following development of the site layout and design, as well as construction methodology, the proposed site and its construction and operation would not obstruct or prevent access along any PRoW. The proposals also entail the replacement of a stile with a pedestrian access gate to improve accessibility along the PRoW adjacent to the site.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Amenity and Recreation Search area CAN-D is used as a golf course education and training facility by Cannington College. Proposals for re-provision/compensation would be required to accompany proposals for residential development on the site. Policy RLT1 advises that development which would result in the loss of recreational open space will not be permitted unless a replacement facility of equivalent sports and/or recreation benefit is made available.	88390-540-352	/			In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council were concerned that the assessment of disturbance impacts on users of PRoW or other amenity and recreation users were not presented, or were considered negligible but not supported. As such, the councils felt they should be cross-referenced to the other topic chapters; and in relation to the two PRoW that were indicated as being affected during the Stage 2 consultation, the significance of disturbance impacts should be considered 'Moderate Adverse'. The assessment of the potential disturbance of the construction, operation, and post-operational phases for the site on users of PRoW, sports and recreation facilities, and public open space have been undertaken within the relevant topic chapter related to the likely disturbance (i.e. noise, dust, and visual). Notably Volume 6, Chapter 9 of the ES assessed the impacts of noise disturbance on relevant amenity and recreation receptors, Volume 6, Chapter 10 assessed the impacts of dust (air quality) disturbance on relevant amenity and recreation receptors, and Volume 6, Chapter 15 of the ES assessed the impacts of visual disturbance on relevant amenity and recreation receptors. The impacts have been summarised in the amenity and recreation chapter (Volume 6, Chapter 17), cross-referencing to the relevant topic chapters. The methodology and criteria for the assessment of disturbance are detailed in each relevant topic chapter.
Tractivity 1142	Public	Stage 2	6. Any other ideas or comments? This is the route of cheapness. The route chosen impacts on just as many properties as the eastern route. Asking drivers to use the existing by pass then come back on themselves to use the new road may not happen. The route has a direct impact on my property as we live at the eastern end of the route. There is inadequate screening proposed for this end of the route for those of us living on the northern side of the road. The access to Cannington for us is made unsafe by this road cutting across the lane to the village without any crossing points and the added traffic from the new roundabout to Combwich which passes by our lane end. We do not want the lane cut off by the bypass for cyclists or walkers as this has large recreational use into further footpaths and lane network. Kids are picked up from Rodway farm to get to Haygrove school. We need safe crossing of the existing road. these points were made at the recent meeting	9900-540-3097			/	
Tractivity 62502	Public	Stage 2	Rights of Way: EDF are proposing to remove approximately 8 around the Hinkley Point (HP) site and will reinstate one around the new site boundary. They will remove a section of the South West Coastal Path which they say they will resite on top of a sea wall. In Cannington 2 will be removed for the Park and Ride and 2 for the proposed Bypass, including 3 minor roads and cutting through the entrance drive to the historic Brymore School site.	10096-540-83			/	In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council also raised a concern regarding the consistency of the qualitative judgements applied in relation to other arguments in the text. The methodology used to assess the sensitivity and magnitude of potential impacts on amenity and recreation assets is provided in Volume 5, Chapter 17 , whilst it has changed as a result of minor clarifications this has not significantly altered the final conclusions of the assessment. However, each impact has been reviewed and re-
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	If Natural England chose to take the route of the Coast Path to the first permanent crossing this part of the River Parrett Trail will become of national significance and as such will become of high importance.	89238-540-13565			/	

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	Following consultation for the Rights of Way Improvement Plan, Sedgemoor Bridleways Association submitted the proposal to upgrade BW25/31 to bridleway (Improvement 107) and BW5/4 to bridleway (Improvement 108). There is also an application to modify the Definitive Map by the addition of a footpath from opposite (Personal details removed) (slightly to the south) to join public footpath BW25/31 just south of the property named (Personal details removed). These proposals may be affected by the development site.	89238-540-13787			/	assessed in order to ensure consistency within the chapter and across other associated development sites.
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	We have already put forward proposals for sports and recreation facilities in Cannington, which could be enjoyed by students, community and EDF and its supply chain's workforce collectively and could be left as a legacy on completion of the project. We would like to return to discussions with EDF on the potential for development of sports and recreation facilities at Cannington. The current proposals for sports facilities at the worker campus are, we feel, a missed opportunity to combine needs of the workforce with benefits both in the short and long term for the students and village. Facilities such as an All Weather Pitch and Sports Hall could be greatly beneficial to students and the community but could also be accessed by the workforce through an appropriate booking system, which the College would be happy to manage alongside its existing recreational facilities.	89436-540-10629	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Conclusions on the magnitude of disturbance impacts appear to result from qualitative judgements. In many cases these are considered reasonable, but it is considered that the assessments of disturbance impacts should be cross-referenced with relevant sections of EnvApp (landscape and visual, noise, air quality etc.).	89378-540-2671			/	
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 also the authorities' view that the qualitative judgements are not always consistent with other arguments developed in the text. For instance, the PRow users questioned during the Recreational Access Survey identified the most desirable characteristics of a footpath as good views, peace and quiet and close to home. This ranking does not appear to have informed the qualitative judgements made in assigning impact significance.	89378-540-2993			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Park and Ride proposals result in the obstruction of two footpaths at the construction stage. It is considered reasonable that this has been assigned a Moderate Adverse effect, on the basis of a high magnitude effect on PRow of local importance. The implementation of diversions during the construction phase as mitigation is important to retain right of passage and network connectivity, but it is considered that the Minor Adverse effect assigned does not take sufficient account of the visual and environmental impacts to the PRow that will result. A Moderate Adverse effect is more appropriate for the footpaths diverted around the site.	89378-540-3717			/	

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	Disturbance to PRow in the vicinity of the sites has been assigned a Minor Adverse affect for the construction period, including once the EMMP is implemented as mitigation. This is considered reasonable, but should be cross-referenced against relevant sections of the EnvApp, such as noise and air pollution.	89378-540-4368			/	
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 no sports and leisure facilities within 250m of the Park & Ride site and the closest are located in the semi-urban environment of Cannington, so the Negligible adverse impact set out in the EnvApp is considered reasonable, but this assumption should be tested through cross-reference to other relevant sections of the EnvApp, such as noise and air pollution	89378-540-4682			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp concludes that the obstruction of PRow will result in a Moderate Adverse impact, which would be reduced to Negligible adverse impacts once the diversions around the Park and Ride are implemented. It is Sedgemoor DC's view that the ongoing visual, noise and pollution impacts mean that there will be a significant impact for PRow users.	89378-540-5077			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In relation to the point above, the disturbance caused for PRow users by the Park & Ride is classified as Minor Adverse, although this is not considered to take account of the impact interactions of footpath diversion, visual impact, noise and pollution.	89378-540-5429			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Negligible adverse disturbance impact on sports and recreation facilities resulting from the Cannington Park & Ride is considered a reasonable assessment at this stage, but should be tested through cross-references to other sections of the EnvApp, such as noise and air quality	89378-540-5689			/	

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	Impacts are expected to be similar to those at the construction stage by the EnvApp, ranging from Negligible adverse to Minor Adverse. Further details are to be provided when the DCO is submitted. Any further alterations to routes are not discussed in the EnvApp, although the possibility of footpath diversion is referred to in table 4.13.5.	89378-540-6010			/	
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 Sedgemoor DC that the classification of the residual impact of the Park & Ride for PRoW users (minor adverse) does not reflect the overall obstruction and disturbance impact of the proposals on the experience of using the footpaths affected.	89378-540-7333			/	
2	Comments received under the EIR from the IPC	Stage 1	We are troubled with the thought of our village being "absorbed" by the influx of workers who will be over-using and abusing our restricted facilities. Some of the concerns relate to the fact these workers will be single males who will need a means of leisure facilities after a hard days work.	89791-540-450			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Bridgwater College	Consultee with an Interest in Land	Stage 1	Conclusion The above provides a strategic approach to sports/recreation development in Cannington. There will need to be an administrative centre, which is best based near the all weather pitch to ensure that switching on and off of lights is appropriately managed and to manage the booking system for the various zones. There will need to be a presence at the Brymore pool during opening times and probably at the social/community centre. The presence here could double up for the bar/café service if appropriate.	8774-539-18831			/	In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council were concerned that the assessment of significance was not consistently applied. The methodology used to assess the sensitivity and magnitude, and subsequently the significance of potential impacts on amenity and recreation assets is provided in Volume 5, Chapter 17 , whilst it has changed as a result of minor clarifications this has not significantly altered the final conclusions of the assessment. However, each impact has been reviewed and re-assessed in order to ensure consistency within the chapter and across other associated development sites.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	5.13.24 May need to change regional to national. 5.13.31 5th Bullet point - Remove 'Parrett Way' and insert 'River Parrett Trail' and remove 'Somerset Coastal Path' and insert 'West Somerset Coast Path'. 5.13.57 May need to change regional to national.	89238-539-14273			/	In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council were concerned that the assessment of disturbance impacts and the mitigation measures identified in relation to physical obstruction were not fully mitigating the disturbance impacts. They felt this should be cross-referenced within the relevant recreation and amenity chapter. The assessment of the potential disturbance of the construction, operation, and post-operational phases for the site on users of Public rights of Way (PRoW) have been undertaken within the relevant topic chapter related to the likely disturbance (i.e. noise, dust, and visual). Notably Volume 6, Chapter 9 of the ES assessed the impacts of noise disturbance, Volume 6, Chapter 10 assessed the impacts of dust (air quality) disturbance, and Volume 6, Chapter 15 assessed the impacts of visual disturbance. These individual chapters also identify the specific mitigation measures identified to minimise and reduce the potential impacts on a variety of receptors including the PRoW users. The impacts and mitigation measures have been summarised in the amenity and recreation chapter (Volume 6, Chapter 17), cross-referencing to the relevant topic chapters. The methodology and criteria for the assessment of disturbance are detailed in each relevant topic chapter. However, given the location of PRoW and other amenity and recreation receptors outside the Development Consent Order application boundary, EDF Energy have no means to impose mitigation onto land or areas far from the site. Consequently, since Stage 2 consultation, EDF Energy have been in consultation with Somerset
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology therefore considers a range of factors, although it is considered that these are not always been consistently applied in terms of gauging the significance of impacts at different projects stages.	89378-539-2456			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In relation to PRoW, the mitigation measures currently proposed at Stage 2 are considered to represent the minimum acceptable to safeguard PRoW in the immediate vicinity of the sites and reduce negative impacts such as noise and dust pollution to acceptable levels. The diversion measures set out cannot fully mitigate the overall impact on the environmental setting of the PRoW and secure the existing levels of 'good views', 'peace and quiet' that are most highly valued by users, as recorded in the Recreational Access Survey. It is considered by the Councils that further mitigation and compensation will be required to address residual effects, which could include: <ul style="list-style-type: none">Improvements to the connectivity and quality of the wider PRoW network in the area around Cannington.Alternative compensation for the loss of amenity experienced by PRoW users.	89378-539-6381			/	

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 acknowledged that the obstructions to the PRow network will be relatively localised, providing suitable diversions are implemented, but it is considered that a broader analysis of opportunities to enhance footpaths and bridleways should be undertaken so that real improvements can be achieved that compensate impacts such as visual impact and disturbance by construction activity.	89378-539-8023			/	County Council in order to identify strategic mitigation and enhancement measures. In addition EDF Energy is committing to a variety of mitigation funds to address impacts in various socioeconomic areas eg housing, community safety, health, recreation. A community fund is also planned of a total value £20m to address impacts which are not mitigated directly by other means. Full details are given in the Draft Obligations within the Planning Statement.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The magnitude of disturbance impacts (such as visual impact, noise and air pollution), assigned by EDF Energy are based on qualitative judgements. In the majority of cases these are consistent and reasonable, although there are discrepancies between sites and across phases. Disturbance impacts relating to recreation and amenity assets should be cross-referenced with other relevant sections of the EnvApp in order to demonstrate that significance ratings are reasonable.	89426-539-13942			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The magnitude of disturbance impacts (such as visual impact, noise and air pollution), assigned by EDF Energy are based on qualitative judgements. In the majority of cases these are consistent and reasonable, although there are discrepancies between sites and across phases. Disturbance impacts relating to recreation and amenity assets should be cross-referenced with other relevant sections of the EnvApp in order to demonstrate that significance ratings are reasonable.	89427-539-6319			/	

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	Amenity and Recreation Search area CAN-D is used as a golf course education and training facility by Cannington College. Proposals for re-provision/compensation would be required to accompany proposals for residential development on the site. Policy RLT1 advises that development which would result in the loss of recreational open space will not be permitted unless a replacement facility of equivalent sports and/or recreation benefit is made available.	88390-542-352	/			During the Stage 2 consultation a member of the public, and both Sedgemoor District Council and West Somerset Council, noted that there appeared to be no replacements or diversions for the two Public Rights of Way (PRoW) that appeared to be affected by the Cannington park and ride facility. Following development of the site layout and design, as well as construction methodology, the proposed site and its construction and operation have been altered, such that it would not obstruct or prevent access along any PRoW during construction, operation, or post-operational phases. Therefore, no diversions or replacements are required.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	It is not clear where amenity and recreation facilities would be provided if EDF were to pursue residential development at search areas CAN-C or CAN-D rather than CAN-A.	88390-542-1006	/			During the Stage 2 consultation, Sedgemoor District Council and West Somerset Council noted that there is potential for enhancements to the wider PRoW network, providing improved connectivity for walkers, cyclists and horse riders, to mitigate and compensate for residual effects. However, in terms of physical obstruction and disturbance, no impacts would arise during any phase of the Cannington park and ride development. Indirect disturbance impacts and mitigation are examined in other topic chapters: notably Volume 6, Chapter 9 for noise disturbance; Volume 6, Chapter 10 for dust (air quality) disturbance and; Volume 6, Chapter 15 for visual disturbance. Furthermore, given the location of PRoW and other recreation and amenity receptors outside the Development Consent Order application boundary, EDF Energy have no means to impose mitigation onto land or areas far from the site as a result of disturbance effects or in order to implement enhancements to the PRoW network further afield. Consequently, since Stage 2 consultation, EDF Energy has been in consultation with Somerset County Council in order to identify strategic mitigation and enhancement measures.
Bridgwater College	Consultee with an Interest in Land	Stage 1	Assuming that EDF's proposal for accommodation at Denman's Farm proceeds, our proposal is for recreational/sporting facilities to be developed alongside this accommodation as presented in the original paper submitted to EDF (copy attached). This would then form part of an overall recreation/sporting proposal for the village supporting workforce, community school and College needs, and coordinated in a managed way.	8774-542-6325	/			In addition EDF Energy is committing to a variety of mitigation funds to address impacts in various socioeconomic areas eg housing, community safety, health, leisure. A community fund is also planned of a total value £20m to address impacts which are not mitigated directly by other means. Full details are given in the Draft Obligations within the Planning
Bridgwater College	Consultee with an Interest in Land	Stage 1	Brymore Zone Currently the focus of Brymore sports is on rugby and football, cross country (the Chad's Hill run) and swimming. The following would be of particular interest to Brymore: - Swimming pool. The current pool is at the end of its life, and needs replacing. It is envisaged that a new facility would serve the needs of Brymore students as well as being available to College students, to the community and to the EDF workforce. For Health and Safety reasons the pool would need to be staffed whilst open, and this could be done quite economically through the use of NVQ/HE students acting as leisure assistants - The potential loss of Chad's Hill (if the access road goes that way) could be mitigated by the provision of an athletics track - Rugby would be provided within the track All of these facilities would be available on a bookable basis for community and EDF workforce as well as for Brymore and College students	8774-542-17080	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 690	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>When EdF have finished with the site it should be given to Cannington Parish Council for "community use".</p> <p>The existing football field on Rodway is near Shark?s Lane (track) and is too far out of the village for children to use. A new Village Hall is also needed in Cannington and land is needed to this purpose.</p> <p>I believe that most Cannington villagers would NOT like to see the land used for "industrial" or Bridgwater Collage purposes.</p>	9450-542-4071	/			Statement.
Tractivity 1120	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>Stogursey Parish will also experience even greater levels of traffic increase than Cannington due to loads delivered to Combwich Wharf. What particular considerations will be extended to these residents?</p>	9878-542-4120			/	
Tractivity 217	Public	Stage 1	<p>We are a village not a town but do require a modern new community hall, sports facilities, childrens park that can be enjoyed by us all and our future generations.</p>	8920-542-6380	/			
Tractivity 433	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 a concern about the number of workers to be accommodated in Cannington on either site. What will these people have to do for entertainment? If facilities are provided them who will have access to them after completion of the Power Station. The community must be allowed to used any new sports or social facilities. Is a mix of students and workers on the same site a good one? These will be 2 very different social groups, working different hours. Some of the students are currently under 18 years of age.</p>	9353-542-4101	/			
Tractivity 663	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>If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or permanent) in Cannington. This community is currently active friendly and a pleasant place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far way from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convenience and some degree of leisure facilities, why not build a swimming pool for g</p>	9368-542-3323			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62502	Public	Stage 2	EDF has not mentioned any replacement of any footpaths to any associated development areas.	10096-542-641			/	
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- We have already put forward proposals for sports and recreation facilities in Cannington, which could be enjoyed by students, community and EDF and its supply chain's workforce collectively and could be left as a legacy on completion of the project. We would like to return to discussions with EDF on the potential for development of sports and recreation facilities at Cannington. The current proposals for sports facilities at the worker campus are, we feel, a missed opportunity to combine needs of the workforce with benefits both in the short and long term for the students and village. Facilities such as an All Weather Pitch and Sports Hall could be greatly beneficial to students and the community but could also be accessed by the workforce through an appropriate booking system, which the College would be happy to manage alongside its existing recreational facilities.	89436-542-10628	/			
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 The OS plan for the area shows two footpaths cross the site. The plan should show how these footpaths are proposed to be diverted. Update August 2010 The existence of the public rights of way is acknowledged in the EnvApp but unclear on the diversions proposed.	89329-542-9886			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation measures are restricted to the immediate surroundings of the site. There is potential for enhancements to the wider Public Rights of Way network, providing improved connectivity for walkers, cyclists and horse riders, to mitigate and compensate for residual effects.	89426-542-14418			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation measures are restricted to the immediate surroundings of the site. There is potential for enhancements to the wider Public Rights of Way network, providing improved connectivity for walkers, cyclists and horse riders, to mitigate and compensate for residual effects.	89427-542-6797			/	

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	Cost of installation and future maintenance of any new infrastructure, such as a footbridge required by a path diversion, would fall to EDF.	89238-543-13312			/	In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council requested a commitment by EDF Energy to undertake a programme of recreational access surveys, along with site visits by officers, to help ensure that Public Rights of Way (PRoW) network mitigation measures are effective. There would be no obstruction or diversion to PRoW during the construction, operational, or post-operational phases of the park and ride facility, and the use of the PRoW within the proximity of the park and ride site would generally be transient. Consequently, EDF Energy does not consider such a monitoring programme to be appropriate for this particular associated development site.
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 undertake a programme of recreational access surveys will help to ensure, along with site visits by officers, that PRoW network diversions and measures to reduce disturbance are effective.	89378-543-8434	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	i) (Personal details removed) is at the centre of NW Search area CAN-B. - 4.6.2 ... "existing residential properties would be excluded from any development area" Explain further what is regarded as being excluded from any development areas as on the map we are at the centre of it. - 4.6.4 ... "located away from residential properties" Not from this map it isn't.	9369-439-4297	/			The baseline assessment has been fully updated and amplified since Stage 1 and Stage 2 consultations. The detailed analysis is presented in Chapter 7 of Volume 6 of the Environmental Statement . Traffic issues are covered in the baseline of the Transport Assessment , it is recognised that increase in traffic may have a socio-economic impact on businesses and residents.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Limited consideration of traffic issues in the baseline assessment	89373-439-10651	/			
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 traffic issues should be incorporated into socio-economic baseline given the important interactions between transport and the local economy.	89373-439-11301	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The baseline assessment of construction costs and subsequent employment requirement would benefit from more specific reference to the bypass proposals.	89373-439-11459	/			
1	Comments received under the EIR from the IPC	Stage 1	We have a large number of children/young people in the village therefore special emphasis on their future safety should of paramount importance. We not only have a thriving local Primary School but also Brymore School of Rural Technology boarding/day school for boys aged 13-17 years plus Bridgwater College Centre for Land Based Studies for young people aged 16 years onwards.	89790-439-4093			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 189	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>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.</p> <p>It would make more sense to build a road from Dunball, M5 J23, across the River Paret towards Hinkley Point.</p> <p>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.</p>	8905-442-947			/	<p>Consultees raised concerns at Stage 1 consultation about the proposed provision of worker accommodation in Cannington. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for worker accommodation in Cannington were dropped by EDF Energy following a review of accommodation requirements after the Stage 1 consultation.</p> <p>Concerns were expressed about securing the economic benefits of the development, as outlined through Stage 2 Update Consultation. These benefits would be secured through measures which include:</p>
Tractivity 690	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>When EdF have finished with the site it should be given to Cannington Parish Council for "community use".</p> <p>The existing football field on Rodway is near Shark's Lane (track) and is too far out of the village for children to use. A new Village Hall is also needed in Cannington and land is needed to this purpose.</p> <p>I believe that most Cannington villagers would NOT like to see the land used for "industrial" or Bridgwater Collage purposes.</p>	9450-446-4073	/			<ul style="list-style-type: none"> - Business Supplier Events and Skills Training; - Engagement with schools and colleges in the local area in order to help them plan the education and trainings requirements of their students; - An on-going commitment to local procurement and training to up-skill the workforce; - A dedicated supply chain representative in the Bridgwater office (undertaking an outreach programme with local businesses); - A series of 'supply chain' events for local businesses to provide a clear understanding of EDF Energy's requirements from suppliers.
Tractivity 725	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>As long as they return the land to a brown field site and not a building (houses) company. They would have the advantage of all the amenities (drainage, electric etc.)</p>	9483-446-3498			/	<p>In addition EDF Energy is committing to a variety of mitigation funds to address impacts in various socioeconomic areas eg housing, community safety, health. A community fund is also planned of a total value £20m to address impacts which are not mitigated directly by other means. Full details are given in the Draft Obligations within the Planning Statement</p>
Tractivity 726	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>This may be a shorter route, but local traffic will not wish to travel the distance in order to access shops, schools etc. The local facilities must be protected in order that the village can still flourish.</p>	9484-446-3055	/			<p>Additional mitigation measures have been proposed in Cannington since the consultations, these include traffic calming in the village, clear signposting to direct traffic to the bypass.</p>
Tractivity 809	Public	Stage 2	<p>1. Any other ideas or comments?</p> <p>Facilities based on site in current scheme where investment could be made locally at Cannington. Investment for the long term is required - not the short term.</p>	9567-446-129	/			<p>In addition, as part of West Somerset Council's decision to approve our application for Site Preparation Works, we have committed to deliver a significant package of investment, much of which will benefit Cannington. Once approved, our £4 million community fund will support a range of community initiatives to be chosen by local authorities and community groups and there is a considerable opportunity for Cannington to be a major beneficiary, with £0.5m earmarked specifically for Cannington. Additionally, £2 million of investment has been set</p>
Tractivity 1248	Public	Stage 2 Update	<p>It is a pity the flood relief channel associated with the Cannington Park and Ride is not now being constructed. This would have reduced the floodrisk to many Cannington properties from severe to moderate.</p>	89514-446-1234			/	
Tractivity 214	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I appreciate that construction workers have to be housed but there are far too many proposed for the size of Cannington. The obvious requirement if a campus goes ahead for 200 workers is a new village hall</p>	8918-446-2528	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 251	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. cannington needs the community to be sustained and currently they have no village supermarket other than corner shop tesco express would benefit many quantock villages	8944-446-2104			/	aside for Cannington in new or improved sport and leisure facilities and to fund a new construction skills centre. We have also committed to a Public Realm Heritage Contribution of approximately £250k to mitigate the traffic impact of the project on the historic environment. Again, we expect Cannington to benefit significantly from this investment. The village will also receive further investment to promote or improve economic, social and environmental well-being and to improve community safety.
Tractivity 252	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? Make sure that Cannington people get any benefit from the Cannington sites and that the land does NOT go to the College. The College looks after its own interests and NOT the interests of Cannington's inhabitants. A commercial sports complex would be seen as a disaster by all villagers.	8945-446-3618			/	
Tractivity 252	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? Make sure that any entertainment facilities at Cannington are built with future us by Cannington villagers in mind - not the College's expansion plans. Consult residents on what they wish to see when you have left.	8945-446-4452	/			
Tractivity 252	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? No! We know HPT"C" is going to be built, so get on with it. Please ensure that Cannington village benefits from the hassle you will cause us' Please give us something in return. Do not cut our village into bits by a bypass too close to the village centre. Do not give the College land so that they can make life more miserable for villagers than they do at present. EVERYTHING that Bridgwater College has done at the Cannington College site has been against the wishes of villagers and all their future plans will make our lives worse.	8945-446-5534	/			
Tractivity 280	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? Better college accommodation at Cannington does not help Cannington residents.	8969-446-3642	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 325	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 PRIME important factor here is to preserve as much as possible a decent standard of lifestyle for the village of Cannington which appears to be taking the 'BRUNT' of the disruption.</p> <p>Any community benefit which are long lasting are of secondary importance - only for FUTURE discussion.</p>	9013-446-4498	/			
Tractivity 338	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The Cannington site post EDF use has many problems increasing the size of the village with no improvement in facilities or infrastructure.</p>	9026-446-2058			/	
Tractivity 432	Dual - Consultee with an Interest in Land and 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>Living at (Personal details removed), in the centre of CAN B no amount of community facilities would comensate me for the loss of my rural idyll. If I was sitting in my sitting room at night surround by a Park and Ride, Freight consoidation centre and the associated facilites with infilling the quarry on all four sides of my home, would a walk across a dangerous by pass to get to Canningto to use a facility provided by edf really improve my wquality aof life - NO!</p> <p>However a few general points- if facilities are to be built in Cannington to occupy any workers that are housed there, then these should be open to the community and the legacy should be that the community have access in the future too. There is talk of Brymore SChool getting a swimming pool and the college new sports facilities, but the wider community also need to benefit from these.</p> <p>Cannington Primary school still has two old temporary buildings. Can the school cope with any mo</p>	9352-446-7132	/			
Tractivity 541	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>No amount of community bennefits could compensate for the loss of many of Cannington residents' quality of life. This is a divisive way of trying to split opinion in order to force through the changes proposed.</p>	9210-446-4530			/	
Tractivity 547	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>Community benefits for Cannington are non-specific and difficult to imagine!</p> <p>There would need to be significant improvements to the A39 approach roads North and South which are currently rated routes.</p>	9216-446-4023	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 590	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? If facilities are located around Cannington and the construction period lass 10 years I am concerned with what may happen to the community of Cannington with the potential of destroying village life as we know it to-day.	9256-446-3394			/	
Tractivity 665	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? EDF lack of response to Canninton community's on the subject of the road to Dunball! Rather than trying bride the community with new facilities.	9328-446-3321			/	
Tractivity 666	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? A new community centre/village hall in Cannington	9329-446-3037	/			
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.	89436-446-11785	/			

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 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.	88390-440-2163	/			<p>Consultation responses at the Stage 1 consultation questioned the need for both a campus and a park and ride facility in this location, the impact of the proposals on neighbouring residents and health and community facilities, the impacts of building on greenfield land, and the impacts of traffic and congestion on Cannington. One consultee recommended further engagement with the local health centres to understand how the proposals could impact on their services.</p> <p>As a result of this consultation EDF Energy produced revised proposals at Stage 2, which removed proposals for any campus accommodation at Cannington, and proposed reduced park and ride facilities on the land to the south of the settlement. Further responses to this were received which questioned the impacts of the park and ride on neighbouring residents and facilities. More changes to the layout of the site were made at the Stage 2 Update consultation, and the number of parking spaces reduced.</p> <p>A health centre for construction workers would be incorporated into the main site, and the socio-economic assessment in Chapter 9 of Volume 2 of the Environmental Statement outlines the potential impact on local service provision.</p>
Tractivity 1199	Public	Stage 2	7. Any other ideas or comments? Can i run a burger van there please...	9957-440-3747		/		
Tractivity 1236	Public	Stage 2 Update	Q7 Do you have any other comments? I was very disappointed by the Cannington "exhibition" on 4 March. As this was at Cannington you should have been able to anticipate that the impact on Cannington would be of most concern, and provided additional "boards" to cover this. Wholly inadequate. Typifies the arrogance I see. This was also reinforced by your representative to whom I spoke - when a road from the M5 was mentioned he stated "We've said we will not be doing this" so much for consultation!!!	89502-440-926	/			
Tractivity 1308	Public	Stage 2 Update	I cannot believe one thing coming from EDF now as being truthful. I will resist all EDF plans until they listen to the Cannington Community wishes.	89574-440-571			/	
Tractivity 299	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Please consult with Cannington Health Centre who are likely to be the main health care providers. Also likely that workers livings on site might register at Cannington health centre or Quantock medical centre in Nether Stowey.	8987-440-2238	/			
Tractivity 665	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? EDF lack of response to Canninton community's on the subject of the road to Dunball! Rather than trying bride the community with new facilities.	9328-440-3321			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>i) (Personal details removed) is at the centre of NW Search area CAN-B.</p> <p>- 4.6.2 ... "existing residential properties would be excluded from any development area"</p> <p>Explain further what is regarded as being excluded from any development areas as on the map we are at the centre of it.</p> <p>- 4.6.4 ... "located away from residential properties"</p> <p>Not from this map it isn't.</p>	9369-441-4297			/	Concern was raised during the consultation process regarding the areas of study, and the proximity of local sensitive receptors, including residential properties, to the development site. While it was recognised that Putnell Cottages are located adjacent to the proposed Cannington Bypass and within the 'search area', the residential properties are outside of the redline boundary / development area. Plans are provided in the application showing details of Cannington Bypass.

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 1	a) We have concerns about the scale of the development that has been identified to potentially take place in Cannington. There is a significant risk that development in Cannington could have a detrimental impact upon the character of a small rural community.	87940-442-252	/			Consultees raised concerns at Stage 1 consultation about the proposed provision of worker accommodation in Cannington. This led to complaints about potentially related issues eg socioeconomic, noise and transport concerns. The proposals for worker accommodation in Cannington were dropped by EDF Energy following a review of accommodation requirements after the Stage 1 consultation.
Cannington Parish Council	Statutory Consultee	Stage 1	The Council feels that the village of Cannington will lose its "village" identity by making a campus or campuses for up to an influx of some 320 workers as well as the proposed Park and Ride scheme and Freight Consolidation facilities. The Council is concerned of potential community based problems in the village caused by increasing a dominant male population by some 28%. The village does not have the facilities needed for these workers in the numbers proposed and feel that Bridgwater would suit this social need better.	8746-442-2330	/			Additional mitigation measures have been proposed in Cannington since the consultations, these include traffic calming in the village, clear signposting to direct traffic to the bypass. A Demographic Profile of non-home-based construction workers has been appended to the socio-economic assessment in Chapter 9 of Volume 2 of the Environmental Statement (ES) , which identifies the impact and proposed mitigation in relation to public services and community cohesion.
Cannington Parish Council	Statutory Consultee	Stage 1	The Council do not want to see numbers increase at the College site in the future. The village is experiencing student problems at the beginning and end of the academic day now and by adding numbers in the future would only help to exacerbate the growing problems. To site a hostel for some 120 workers in the centre of the village could be the worst scenario the village will ever have to deal with.	8746-442-5942	/			Impact and mitigation in relation to public rights of way has been identified in Chapter 17 of Volume 6 of the ES . A project-wide assessment of the impacts of the combined proposals on tourism has been undertaken in the socio-economic assessment in Chapter 7 of Volume 6 of the ES
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	In addition, the probable social mix of the construction workers is likely to be significantly different to that of the resident population and may raise concerns regarding social impacts. There is no reference in the proposals to how any tensions that may arise in respect of this will be managed (see section 3.2.4.6).	88290-442-1298	/			Concern was raised relating to the long-term effects on owner-occupied and private rented housing in the area. As such, the ES also assesses the likely effect of non-home based workers on the housing market which informs the basis of the Housing Fund and associated mitigation packages as defined in the Planning Statement .
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	as for Cannington, there are concerns around the social impacts of introducing temporary accommodation for 200 construction workers in the village and the implications for community infrastructure.	88290-442-3581	/			

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	Socio-economic Issues Further information is required on the demographic make up of households to be located in Cannington, so that health, education and other community infrastructure requirements can be assessed. The Council's existing Local Plan Policy H31 confirms that where there is quantifiable unmet affordable housing need within a village, the Council may be willing to release land that would not otherwise be released for housing to address this need.	88360-442-3032	/			
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.	88390-442-2163	/			
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	(Editor's note: see pdf provided separately. Not entered into database - two pages with map and several photos) The members of The Cannington Woman's Institute Feel Strongly that we should write to you. Our Village is Cannington Somerset, which is 6 miles from Hinkley Point. While we have no objection what so ever to the new power station (we have lived with Hinkley for the past 40 years) we wish to make the following statements. The village is about to be ruined; in Fact is it will be Destroyed by the plans that EDF (a French Company) have proposed for our village to enable the new build at Hinkley Point. Enclosed is a map of their current proposals. (Note CAN A,B,C and D)	8765-442-0			/	
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	The Villager's lives, Prime Farmland, Tourist footpaths, Heritage Sites, and an important Agricultural School (Brymore) will be vastly affected for a long period of time OR totally destroyed forever.	8765-442-696	/			
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	We are told however (By EDF) that this idea had been rejected on the grounds it would cost too much and delay their completion time, (a Government deadline we are told!!!!) HOW can EDF justify this statement (Except to protect their profit) when people's lives will be made a misery for years. What right has EDF (A French Company) to destroy our Village?????? They should have got their sums right in the beginning! ! !	8765-442-2829			/	

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	<p>This is a view of (Personal details removed) from Brymore School of Rural Technology.</p> <p>What do you think about plans for a new nuclear power station at Hinkley Point?</p> <p>I am a (Personal details removed) at Brymore School where the bypass is going to be built. I also live 15 miles from Cannington so this really affects me, my family, my classmates and my friends and neighbours.</p> <p>Edf's bypass will take 20 acres of our 30 acres of pasture land, Our school is the only agricultural and horticultural specialist school for boys aged 13-18 and teaches us all kinds of land and countryside management skills to help us learn how to best manage our countryside for future generations. It is the best school in the world and is truly unique and all my classmates, and hundreds of old boys would agree that if our school was to close it would be a dreadful waste of a most amazing resource. It would also mean that the opportunities we receive would not be there for future pupils. It seems that green belt land is only safe when it suits the government and when it doesn't they can build whatever they like and rip up the countryside to suit their short term needs. Has anyone thought that the bypass won't be needed after the new power station is built? It is only needed whilst the building is in process but who's ever heard of them returning roads to pastureland?</p>	8765-442-3762	/			
Tractivity 695	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>Have no problems with the construction of Hinkley C. Most concerns are over the local impact on the residents of Cannington. No mention as been made as to the current workforce and how they will conform to new transport proposals. Will they continue as at present with their total disregard for the village???</p>	9455-442-6077	/			
Tractivity 744	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>As in previous comments, at present we only have local public transport pass our house very infrequently I might add. This suggestion would have a noise impact on our life style. As we sit in our lovely garden to enjoy the views and at present it is very peaceful.</p>	9502-442-3473		/		
Tractivity 744	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>Not only your plan for a roundabout outside my lounge window will be an eye sore and a noise one, but I have a horse which I ride into the village to meet up with friends and use the arena at the college. I fear greatly for my safety as well as my horses, as it gets very scared of heavy traffic, which could have dire consequences</p>	9502-442-6684		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 763	Public	Stage 2	7. Any other ideas or comments? Why can't all park and ride be in Bridgwater? We are a village!! Although billed as 'temporary' these facilities will be in place for much of my children's childhood. You have a responsibility to look realistically at our community. Who wants a 300 car park? Imagine all the congestion. Has anyone from EDF actually been on the A39 in the Summer? Bumper to bumper! This is a beautiful area - please don't spoil it. Bridgwater is a TOWN	9521-442-4826			/	
Tractivity 822	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Like many people I moved to Cannington to enjoy village life and this will be ruined if EDF's present plans are carried out. You do not seem to be listening to the villagers at all in any of the villages involved.	9580-442-6123		/		
Tractivity 902	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below The current proposals will cause irreversible disruption to what is presently a thriving rural community (Combwich and Cannington).	9660-442-5749			/	
Tractivity 945	Public	Stage 2	2. Any other ideas or comments? The park and ride at Cannington will still impact on the village and cause distress to those affected.	9703-442-480			/	
Tractivity 945	Public	Stage 2	7. Any other ideas or comments? See question 2 - but how many will use the park and ride? It is more convenient to use ones own transport - whatever the environmental issues.	9703-442-3396	/			
Tractivity 960	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below i believe that the cannington bypass should be built as the first priority so that all the construction traffic for hinkley and combwhich etc does not have to travel through the village in the first place. i also would like to see traffic calming measures put into place in cannington while the bypass is under construction and thereafter but these should not be sleeping police men as this will make the situation much much worse than it is going to be i would suggest a series of priority cicanes	9718-442-6071			/	

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Tractivity 961	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>You have taken no notice of the opinions of the majority of Cannington residents who have attended your public meetings. If the power station goes ahead there should be a road from Dunball to the other side of Cannington before the power station is started.</p> <p>I have been told it would not take as long to build as you suggest. A different method of construction would significantly reduce the build time.</p>	9719-442-6616		/		
Tractivity 963	Public	Stage 2	<p>Proposals for Combwich and Cannington strongly contested on grounds of flood risk, noise and light pollution, road safety, access for emergency vehicles and quality of life for residents.</p> <p>THIS QUESTIONNAIRE IS SO SMALL THAT MANY PEOPLE WILL BE UNABLE TO SEE TO COMPLETE IT. ALSO EVEN TODAY MANY PEOPLE ARE NOT COMPUTER LITERATE AND THERE APPEARS TO BE NO OPTION TO COMPLETE AND SUBMIT A HARD COPY- JUST ANOTHER INSTANCE OF EDF'S INADEQUATE CONSULTATION</p>	9721-442-6964			/	
Tractivity 990	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>Like most people in Cannington, I am not anti Hinkley C but our lives will be a misery while this infrastructure work goes on and feel you are riding roughshod over our lives. A bridge from Dunball would have been better for the entire region but you seem to have completely discounted that idea. If the bypass was further out we would have bit slightly happier. When it's over and the view is spoilt and assuming the house prices haven't dropped too much we will probably sell up and move on and leave you all to it. Thanks a lot!</p>	9748-442-6465			/	
Tractivity 1027	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>Your version of temporary is about 10 years, this would be the best part of the rest of some of our residents lives - woken up at the crack of dawn for 10 years and then busses running until midnight.</p>	9785-442-3537			/	

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Tractivity 1142	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>This is the route of cheapness. The route chosen impacts on just as many properties as the eastern route. Asking drivers to use the existing by pass then come back on themselves to use the new road may not happen.</p> <p>The route has a direct impact on my property as we live at the eastern end of the route. There is inadequate screening proposed for this end of the route for those of us living on the northern side of the road.</p> <p>The access to Cannington for us is made unsafe by this road cutting across the lane to the village without any crossing points and the added traffic from the new roundabout to Combwich which passes by our lane end. We do not want the lane cut off by the bypass for cyclists or walkers as this has large recreational use into further footpaths and lane network. Kids are picked up from Rodway farm to get to Haygrove school. We need safe crossing of the existing road. these points were made at the recent meeting</p>	9900-442-3097	/			
Tractivity 1193	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>This will cause havoc to all people using the A39 from B/W to Cannington. It will then also have a detrimental effect on tourism for the rest of West Somerset.</p>	9951-442-3424	/			
Tractivity 1234	Public	Stage 2 Update	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.	89500-442-382			/	
Tractivity 1234	Public	Stage 2 Update	Any arrangement of working hours will have an impact on the village of Cannington and surrounding areas. A given workforce, the size required to build the power station, is naturally going to impact however much you juggle the working times. So needs some more carefull thought.	89500-442-1031		/		
Tractivity 1264	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>I have lived happily in Cannington for 12 years. i dont want to live here with all the traffic we can look forward to! Will my property be worth more or less??</p>	89530-442-0			/	
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>	89535-442-132	/			
Tractivity 1296	Public	Stage 2 Update	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	89562-442-866	/			

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Tractivity 1296	Public	Stage 2 Update	Q3 Do you have any comments on our proposed community mitigation and benefits? There are no legacy benefits set out for Cannington.	89562-442-1267			/	
Tractivity 1302	Public	Stage 2 Update	Q3 Do you have any comments on our proposed community mitigation and benefits? What benefits? For Cannington	89568-442-244			/	
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.	8900-442-936	/			
Tractivity 184	Public	Stage 1	4. Any other ideas or comments? cannington cannot accomodate such a vast transportation and accomadation 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.	8901-442-1071	/			
Tractivity 184	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. accomadation for several hundred construction workers in cannington is not appropriate. bridgwater would benifit from the business	8901-442-2633	/			
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 liittle 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.	8903-442-1176	/			
Tractivity 187	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? In areas with a potential need then yes, of course. ie: Bridgwater sites may encourage shoppers and town regeneration. Can't see any benefit in Cannington site remaining. I have little knowledge of Williton.	8903-442-3535	/			

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Tractivity 189	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>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.</p> <p>It would make more sense to build a road from Dunball, M5 J23, across the River Paret towards Hinkley Point.</p> <p>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.</p>	8905-442-947	/			
Tractivity 206	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>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.</p>	8912-442-2184	/			
Tractivity 207	Public	Stage 1	<p>Concerned about impact on Cannington and long-term legacy of using existing owner-occupied and privately rented accommodation on the area</p>	8913-442-2553	/			
Tractivity 212	Public	Stage 1	<p>1. Do you agree that EDF Energy's proposal to provide a landscape buffer on the southern boundary of the site is the best way of minimising the potential impact of the construction site for nearby local residents?</p> <p>Box ticked: Yes</p> <p>1. If yes, should this be retained as a permanent feature once construction is completed?</p> <p>Box ticked: Yes</p> <p>1. Any other ideas or comments?</p> <p>Other ideas or comments</p> <p>2. Return to land to its previous use</p> <p>Box ticked: Important</p> <p>2. Creation of wildlife habitats</p> <p>Box ticked: Very Important</p> <p>2. Grassland</p> <p>Box ticked: Important</p> <p>2. Woodland</p> <p>Box ticked: Very Important</p> <p>2. Any other ideas or comments?</p> <p>Other ideas or comments</p> <p>3. Do you have any comments on the strategy for rights of way across the</p>	8917-442-0	/			

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			<p>site during and following construction?</p> <p>Comments</p> <p>4. Transport Box ticked: Not Satisfied</p> <p>4. Accommodation Box ticked: Not Satisfied</p> <p>4. Any other ideas or comments? No freight, park & ride or new accommodation facilities should be sited in villages only towns or industrial areas.</p> <p>5. Cannington bypass options Box ticked: East of the village</p> <p>5. Please give reasons for your preference Less impact on residential areas Western route could entail the removal of a vast amount of newly planted trees which if left to mature will benefit local wildlife and help to reduce global warming.</p> <p>6. Temporary campus on-site for up to 700 workers Box ticked: In Favour</p> <p>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 Box ticked: Not in Favour</p> <p>6. Additional campus accommodation at Cannington College for up to 120 workers, with long-term legacy benefits for the College Box ticked: In Favour</p> <p>6. Campus accommodation at Williton for up to 200 workers, with the potential for long-term legacy benefits including a care home, hotel or other Box ticked: In Favour</p> <p>6. Accommodation for up to 500 workers at one or several campuses in Bridgwater, with potential long-term legacy uses including student accommodation, hotel or other Box ticked: In Favour</p> <p>6. Use of existing owner-occupied and privately rented accommodation, including guesthouses and caravan parks Box ticked: In Favour</p> <p>6. Please give comments on your preferences and any suggestions about the future use of these facilities. We do not agree with agricultural land being used as an accommodation campus/freight/park & 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</p>					

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			<p>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> <p>7. Cannington (see map) Box ticked: To the north-west of the village</p> <p>7. Junction 24 of the M5 on the southern outskirts of Bridgwater (see map) Box ticked: Location C</p> <p>7. Junction 23 of the M5 on the northern outskirts of Bridgwater (see map) Box ticked: Option 1</p> <p>7. Near Williton (see map) Box ticked: To the East of Williton</p> <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? Do not require a park/ride facility now or in the future at Cannington village. Do not think a park/ride facility would be of benefit to the community at any of the other sites once construction is completed.</p> <p>8. On the outskirts of Bridgwater (see map) Box ticked: North - near Junction 23 of the M5</p> <p>8. Near Cannington (see map) Box ticked: Neither</p> <p>8. At Comwich Wharf (see map) Box ticked: In favour</p> <p>8. What do you think of our proposals for the use of Comwich Wharf? The above maps for Cannington show incorrect coordinates ie map</p>					
Tractivity 214	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I appreciate that construction workers have to be housed but there are far too many proposed for the size of Cannington. The obvious requirement if a campus goes ahead for 200 workers is a new village hall</p>	8918-442-2528	/			
Tractivity 222	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The site shown for 200 workers to the south of Cannington is much too large being around nearly half the size of the present village; its impact would destroy the character and surroundings of Cannington.</p>	8924-442-2914	/			

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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. The park and ride should be linked to the East side bypass to prevent traffic coming through Cannington. The proposed site inside the existing Cannington bypass is flood plain and we are very concerned about the properties which are built along the boundary of your proposed site. This site would affect almost all the residents of Cannington who live between the existing bypass and the main road through the village. The East bypass would leave a flood barrier as a legacy to Cannington and create a permanent bypass for Cannington to be used by all Hinkley Point	9338-442-1275	/			
Tractivity 248	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 quiet village liable to flooding. Any further building on farmland or fields will jeopardise local housing further. We will also not appreciate an influx of young single men causing noise at local pubs in the evenings. LEAVE CANNINGTON ALONE. THERE ARE PLENTY OF SITES AVAILABLE OUTSIDE THE VILLAGE.	8941-442-3064	/			
Tractivity 248	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 seems to be alot of benefit for EDF to build this power station with litthe thought for local residents having to live with the construction. I have no doubt that a ring road will not be constructed at Cannington and all traffic will come through the village. Are EDF going to help residents when our homes are flooded due to construction on essential flood plains? I doubt it.	8941-442-3971		/		
Tractivity 267	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 community benefits appear to not benefit villages, only educational establishments. Cannington is a country village which already has a lare percentage of students, and I feel that the village would be 'taken over' by any of your proposals.	8956-442-4508	/			

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Tractivity 269	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 was at junior school in Cannington when the first power station was built and now live in Comwich, so this has been part of my life, my first jon was at Hinkley for McAlpines in 197-. I'm not against nuclear energy hust the impact the extra people traffic etc will have on everyones day to day lives.</p>	8958-442-3918			/	
Tractivity 275	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 am horrified to see that your proposals for a bypass so severely compromise Brymore School. The building of new and fast road, so close to the residential accommodation provided at the school for 200 people would seem to fly in the face of national government Safer Routes to School initiatives. It is essential that the students continue to have good safe pedestrian access to Cannington for recreational and curriculum purposes. This would be bad enough, but the unique offer of Brymore School is the running of a school farm. They only own 30 acres and your proposal to purchase 20 of them will cause considerable damage to the curriculum provided at the school. The proximity of these acres to the school is essential as the agricultural element is a closely integrated element of the whole school curriculum. Please reconsider your plans.</p>	8964-442-3391	/			
Tractivity 289	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Large park and ride facilities to the north west and south and central areas around Cannington for 900 cars each would seem to bring congenstion there.</p> <p>Accommodation for for 320 people in Cannington could be difficult and disturbing.</p>	8977-442-945	/			
Tractivity 303	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>We are totally against any accomodation being built in Cannington either at the site south of Cannington but in particular at Cannington College because if it is built there- a) residents will never be able to use the facilities b) and if they do Bridgwater College will charge us as they already do noe for amenities which have been there for years.</p>	8991-442-2454	/			

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Tractivity 318	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>Apart from a care home in Williton I do not see any benefits to existing village residents. apart from employment perhaps. The benefits ascribed to Cannington College and not Cannington village. Cannington Village does not need 320 workers campus, a park and ride carpark or a freight handling facility. I can not see these proposals as minimising impacts on village residents.</p>	9006-442-4470	/			
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 (Personal details removed) and (Personal details removed) from its perimeter fence. We particularly will be disturbed in our BEDROOM. There will be LITTLE or NO privacy and possible noise aggravation.</p>	9013-442-5726	/			
Tractivity 326	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>I am in favour of the new development at Hinkley. Cannington village is taking the brunt of the development, surely that is all the more important to not build on sensitive village amenities like the pitch and putt at Cannington College.</p>	9014-442-3944	/			
Tractivity 330	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>[both not in favour and don't know are ticked for the existing accomodation options]</p> <p>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.</p>	9018-442-2140	/			
Tractivity 338	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The Cannington site post EDF use has many problems increasing the size of the village with no improvement in facilities or infrastructure.</p>	9026-442-2058	/			

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Tractivity 340	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Bridgewater is severely congested already. So the only workable solution would be a direct link from Junction 23 to the site. This could be linked to the first Cannington roundabout and hence provide great benefits to Bridgewater as a whole. This would be seen as a big plus to offset all the disturbance.</p> <p>I am particularly concerned over the proposal to use land owned by Brymore School. I believe that this would effectively render the school unworkable and would be seen in the area as a multinational company with no feelings for small businesses or children's future.</p>	9028-442-962			/	
Tractivity 351	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>My concerns relate to the possible selection of the southern site at Cannington. The construction of the proposed park and ride, freight handling and accommodation will have significant environmental implications - most particularly noise and air quality - which will affect a large number of the residents, which will adversely impact the lives of a large number of residents of the village. It seems all the more unnecessary given that the northern site has a number of significant advantages - closer to the site, in an area which already has industrial traffic (quarry and grain silos) and, most importantly, very low population density.</p>	9039-442-909		/		
Tractivity 355	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The impact on Cannington, which has little in the way of facilities, would be to ruin its 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.</p>	9043-442-2552			/	
Tractivity 370	Public	Stage 1	<p>Accommodation in Cannington would disrupt quiet village life & change its village status</p>	9057-442-2545			/	
Tractivity 387	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>there must be better places than right next to a housing estate in Cannington where there are a lot 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 ridiculous!!!!!!</p>	9072-442-947	/			
Tractivity 392	Public	Stage 1	<p>5. Please give reasons for your preference</p> <p>This route will have less impact on Brymore school and the surrounding houses. The proposed route to the west cuts the school main drive and would seriously affect what carries on at the school putting students at greater risk.</p>	9077-442-1048			/	

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Tractivity 432	Dual - Consultee with an Interest in Land and Public	Stage 1	(Personal details removed) is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in (Personal details removed) will be reduced both in the long and short term.	9352-442-8880	/			
Tractivity 433	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. there is a concern about the number of workers to be accommodated in Cannington on either site. What will these people have to do for entertainment? If facilities are provided them who will have access to them after completion of the Power Station. The community must be allowed to used any new sports or social facilities. Is a mix of students and workers on the same site a good one? These will be 2 very different social groups, working different hours. Some of the students are currently under 18 years of age.	9353-442-4101	/			
Tractivity 433	Public	Stage 1	If any of the proposed development goes ahead in this area then the quality of life in Putnell will be reduced both in the long and short term.	9353-442-8946			/	
Tractivity 465	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? Although Cannington have been looking for a new village centre, it would not be acceptable in exchange for massive development around the village.	9142-442-3569			/	
Tractivity 468	Public	Stage 1	1. Any other ideas or comments? I think it would be crazy to build anything in Cannington. Cannington as a village person would be completely different.	9144-442-356			/	
Tractivity 468	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 have a problem with building a new power station but not of the cost of Cannington losing its identity as a medium size village.	9144-442-3739			/	
Tractivity 505	Public	Stage 1	Hinkley Point A has been there since the last 50s we need electric so if these is space for it so be it, but not the east of Cannington losing its identity as the village we live in.	9178-442-4546			/	
Tractivity 516	Public	Stage 1	As far as Cannington is concerned there are no community benefits which could be worth the loss of the village identity and the unnecessary destruction of greenfield sites.	9188-442-4456			/	

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Tractivity 537	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>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.</p>	9362-442-870			/	
Tractivity 541	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>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.</p> <p>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.</p>	9210-442-883	/			
Tractivity 541	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>The proposal to site commercial operations (freight handling and park & ride) so close to a small community like Cannington would be a major assault on our peaceful village way of life with noise, dust and light pollution resulting, and is therefore totally unacceptable. Many environmental issues would also result, including greatly increased flood risks, particularly on land to the South of the village. The area adjacent to Cannington Brook regularly floods and if the land is raised up and concreted over, all the excess water will run into the water course, putting many properties at severe risk of flooding and devaluing houses in the process. These operations should be sited on the outskirts of Bridgwater, away from residential areas.</p>	9210-442-5245			/	

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Tractivity 585	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. 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.	9364-442-2469	/			
Tractivity 594	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? If the correct infrastructure for Cannington and the surrounding areas are not satisfactory to our needs then this whole monstrosity should as Simon Dunford suggested will quite easily be built at Sizewell. So why oh why dont you take it there?	9260-442-5638			/	
Tractivity 600	Public	Stage 1	4. Any other ideas or comments? Cannington is being too heavily burdened with both transport (traffic) and accommodation. More people should be accommodated in Bridgwater and a "northern" bypass constructed from Dunball to the grain depot.	9266-442-1067	/			
Tractivity 602	Public	Stage 1	1. Any other ideas or comments? This construction should not - and does not need, to sacrifice Cannington. The people of Cannington choose to live in a rural location - a village, not in an industrial estate.	9268-442-351		/		
Tractivity 606	Public	Stage 1	Your intention tp 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.	9366-442-3822	/			
Tractivity 607	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Cannington is a rural village and any accommodation as suggested would alter completely its character.	9272-442-2101	/			
Tractivity 613	Public	Stage 1	4. Any other ideas or comments? I cannot emphasize enough that the village of Cannington and village life will be destroyed!	9277-442-1708			/	
Tractivity 613	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? Whilest building you will have destroyed the whole village of Cannington and when built the elderly will have no benefits at all!	9277-442-4868			/	

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Tractivity 616	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 community benefits offered so far seem to be lacking and short sighted. the example of Cannington and the proposal of a 'lake' and 'community centre' seem pointless and are viewed by many Cannington residents as a joke. If the proposed developments for Cannington go ahead there will be no community left in the village.</p>	9280-442-4686	/			
Tractivity 663	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>If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or permanent) in Cannington. This community is currently active friendly and a pleasant place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far away from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convenience and some degree of leisure facilities, why not build a swimming pool for g</p>	9368-442-3321	/			
Tractivity 23207	Public	Stage 1	<p>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.</p>	9380-442-56	/			

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Tractivity 23207	Public	Stage 1	I am not opposed to the nuclear plant at Hinkley but I am extremely opposed to the decimation of my village and the lifestyle that I opted for on my retirement. I chose Cannington after careful consideration. It offered me a quiet rural life and my property offers me country views. If your proposals go ahead, my country view and those of anyone approaching Cannington, will be of a heavy vehicle storage yard, warehouse, bus depot, parking and accommodation dormitories for 200 workers, with a further 120 workers accommodated on the other side of my village. Would you enjoy this scenario where you live? The workers using this type of accommodation will undoubtedly be single male migrant workers. (Your statement that there is an acute shortage of adequately skilled labour in Britain for your type of construction). These men will be away from their homes, wives and girlfriends, with nothing to do with their spare time. This is an excellent cocktail for the molestation of our female population, no doubt leading to confrontation between workers and villagers. I posed this scenario to two of your representatives at the exhibition and asked if they would like to live on my property under these circumstances. One reply was a definite "NO", the other declined to answer.	9380-442-1816	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 30711	Public	Stage 1	<p>I would like to express my horror at your proposals to build two more nuclear reactors at Hinkley Point: And most of all I wish to object in the strongest possible terms to the preferred route for an additional by-pass around Cannington (for traffic going to and from Hinkley Point) going through our fabulous Brymore School. I would like to point out that Cannington already has a by-pass so quite why it needs another is bemusing - especially when it will run through 20 acres of organic farmland and chop this specialist school in half. 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.</p> <p>Brymore School is constantly held up in the Times and Daily Telegraph educational supplements as outstanding with comments such as "Why can't we have more schools like this?" each and every time they mention it. It provides the most amazing opportunities for boys from 13-18 to achieve qualifications in Agriculture and Horticulture, Engineering, Motor Mechanics, Blacksmithing, Coppersmithing to name but a few as well as offering the full range of normal GCSE subjects. To my knowledge it is the only state run boarding school of its kind in the country and yet you with one fell swoop intend to ruin it by taking 20 of its much needed acres from it. It is the pride of Somerset and a real jewel in the education authority's crown. Please, please, please use an alternative route for your by-pass.</p> <p>(Personal details removed), like many others at Brymore, has dyslexia. He struggles to write even the simplest sentence and yet at Brymore he is doing outstanding work. He is a brilliant artist, loves all the outdoor agricultural & horticultural activities and his self esteem, which was immeasurably low, has soared in this fabulous school. Brymore takes boys from all over the country and to take away 20 acres could well spell the beginning of the end for it. It would struggle to keep the organic farm - such an important part of the school- going. You must not do this. It will stay on your consciences if this school were to close and boys such as my son would lose the chance to really make something of their lives. These boys are our future and we need them to keep the skills they learn here for future generations. Of any school in the country you couldn't have picked a worse choice for building a by-pass through. Please please please think again. I will be sending a copy of this letter to: HRH The Princess Royal (a keen supporter of this school) HRH Prince Charles (an advocate for organic farming and rural skills) and (Personal details removed) our local MP so an immediate response would be appreciated.</p>	9385-442-80	/			
Tractivity 50902	Public	Stage 1	The proposed network of roads, park and ride facilities, hostels freight handling areas planned for Cannington have most certainly not considered the feelings of the residents of the village.	9397-442-0	/			

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Tractivity 50902	Public	Stage 1	<p>Cannington or any community should not have to bear the burden of such a massive project. This cannot be right especially when there is an almost direct route from Junction twenty three North to Hinkley Point - this surely must be the considered route.</p> <p>I can understand the costs of building a bridge and road to the site but consider the savings in man hours travel time the ease of material conveyance to site, fuel costs etc etc. I'm sure over the period of construction the costs would balance out.</p>	9397-442-322		/		
Tractivity 50906	Public	Stage 1	<p>As for the proposed hostel for 200 workers and others being housed on the local college site - what do you think this will do to our small rural village. We have no village shop for the workers to buy groceries etc and health/policing and entertainment facilities will not be able to cope. You will destroy our village/community.</p>	9398-442-1218			/	
Tractivity 62211	Public	Stage 1	<p>Having lived on a main road in Bridgwater for 13 years, I moved to Cannington in 2004 and am thoroughly enjoying rural life and my village community. Your proposals will completely change this forever. The proposed park and ride sites encompass a vast area, especially in proportion to the size of the village, the most worrying being Denman's Farm. This abuts with a large housing estate. Once the land is spoiled, there is no return. There will be security lighting, fencing, noise and it may encourage vandalism. Car parks are excellent meeting places for youngsters to meet and drink. This has happened at where I park my car at my school. The school made many attempts to have a security/key-card entrance to the car park, but it was vandalized so many times that they finally gave up. Now it is used as I have stated above. To my knowledge, the nearest police station is in Bridgwater. The park and ride scheme has been made a priority by EDF to cut down on traffic, but it seems that the main problem is that there is not enough available land at Hinkley Point. I am wondering whose responsibility will it be for maintaining these sites (litter, vandalism, etc.) - the parish council, EDF or other?</p>	9430-442-689	/			
Tractivity 62213	Public	Stage 1	<p>In addition to my response within your Options Questionnaire, I wish to further emphasise the strength of my opposition to your Cannington proposals. The way of life as we currently know it, would be completely intolerable. Access onto the A39 is already a problem, and the routes to Bridgwater and or Taunton via the country lanes, will become impossible. The very first fatal accident, causing road closure as a crime scene, brings total mayhem and gridlock to all routes, making emergency access to Hinkley Point impossible. The alternative route, highlighted during the Hinkley C enquiry of 1988/9, would overcome these problems with a huge reduction in the volume of traffic through Bridgwater Cannington; Nether Stovey; and Holford. Kolve would be largely unaffected as all through traffic currently goes through the village, and as a problem which requires separate attention! The journey for Hinkley traffic from Williton would be very much shortened but, most importantly, in the event of a 'road closure' of the new road, the required emergency route is already in place, ie. via the existing A39!</p>	9431-442-43			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62299	Public	Stage 2	The Western Bypass will use prime agricultural land, defaces one of the most scenic green field areas around Cannington and would spoil its glorious panoramic views. It will go through the grounds of Brymore School a well known agricultural training centre	9990-442-347		/		
Tractivity 62384	Public	Stage 2	The proposal to use this large greenfield site within sight of a large number of Cannington homes is not acceptable. Noise, light and dust pollution will adversely affect many local people and the facility will be a blight on the landscape of our pleasant rural surroundings. It is also likely to have a detrimental impact on property values.	10047-442-4832		/		
Tractivity 62448	Public	Stage 2	5. Financial A loss of value to the property will occur due to all of the negative impacts of the proposed by pass on our home	10074-442-687		/		
Tractivity 62560	Public	Stage 2	Combwich wharf improvements and laydown area, the sea wall, the tunnels and reactor island preparation will come through Bridgwater and the centre of Cannington village. Why should the people of this area have to suffer misery for up to 10 years because Government and Utilities failed to plan ahead?	10117-442-9205			/	
Tractivity 62574	Public	Stage 2	This will not "wash" with the people of Canning ton. Our opposition to any adverse effect to our community, by the construction of a new power station at Hinkley Point, is unchanged and is based on PRINCIPLE and PRACTICALITIES.	10125-442-538			/	
Tractivity 62578	Public	Stage 2	7. We propose a park and ride facility on the A39, south of Cannington, for visitors to the main site and workers from Bridgwater and other nearby settlements, so they can leave their cars and transfer to buses to Hinkley Point. The park and ride facility would be removed when no longer required. What are your views on our plans for a temporary park and ride facility at Cannington? Cannington, like Combwich, is a small rural community. Building a park and ride at Cannington will not only ruin the integrity of the place as a village but is not going to solve the fact that there will still be 5000 people arriving in this small village, through Bridgwater and the surrounding areas, to pick up the park and ride and then 5000 people leaving this small village back through Bridgwater and the surrounding areas to go home again.	10129-442-8014			/	
Tractivity 62938	Public	Stage 2	Tourism our lifeblood – park and ride = eyesore and negatie	10177-442-4790			/	
Landowner - Brymore School	Consultee with an Interest in Land	Stage 2	Having considered the latest proposals and following discussions with EDF it has now become apparent that the preferred bypass route for Cannington is the western route, which has the potential to have a direct and devastating affect on the running of the School.	10242-442-1501			/	

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Tractivity 62469	Public	Stage 2	r) It will destroy Cannington.	89470-442-0		/		
Tractivity 62469	Public	Stage 2	There will be many who will wish to move out of Cannington altogether if this goes ahead, resulting in a fractured community.	89470-442-1529			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Justify the type and scale of development at Williton and Cannington.	89196-442-2445		/		
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	<p>It may well also have a negative impact on the commercial business of the College, namely income generated through the Golf Course, Equine Centre, Walled Gardens and Activity Centre.</p> <p>Potential Direct Mitigation: Cannington</p> <p>There are a number of potential ways in which EDF could lessen the impact on College operation through direct mitigation:</p> <ul style="list-style-type: none"> - EDF mention traffic calming measures on Rodway Hill and potentially elsewhere in Cannington. These need to be handled carefully in order not to create massive delays in the village, as noted above. Some specific safety features would need to be added to these proposals with particular regard to Rodway Hill to provide additional protection to students and staff. We would suggest that a pedestrian bridge across Rodway Hill, to join the two parts of the College site, might be necessary given the difficulty of introducing pedestrian traffic lights given poor visibility over the brow of the hill (see previous photos). - Safety barriers might need to be introduced around the bend in Cannington to protect students waiting for buses/walking to the main site from West Street - Pedestrian traffic lights could be introduced to enable students to travel safely across the Main Road from Cannington Court to the main site. - Support from EDF to purchase the land that currently splits Rodway Farm would enable the farm to become self-sufficient and mean that transport of animals and student use of tractors and other farm machinery could be contained within the farm thus reducing significantly the need for students and staff to transport farm machinery and animals along the Main Road. - The re-location of the junction from the by-pass onto Rodway Road to a point beyond the entrance to Rodway Farm could reduce the threat to the safety of staff and students and could potentially provide a link up with the access road to the wharf at the same roundabout. 	89436-442-8268	/			

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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 have concerns over the chosen method of presenting each associated development site in volume 3. From a socio economic perspective, the associated development sites appear to represent a cluster of related developments which are grouped both spatially and temporally. Spatially, their significance appears to be in relation to Bridgwater and its broader environs and temporally, their primary impact falls before the main site peak in 2012.	89374-442-28		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An assessment of effect would seem more appropriate at this scale using a common set of assumptions concerning costs, worker productivity and receptor boundaries. This could be achieved by expanding the role played by Chapter 1 "Introduction off site developments"	89374-442-488			/	
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 also a strong argument for considering the effects of the associated development within Volume 2. Demarcation of effects could be achieved by giving a stronger prominence to the role of Bridgwater and its environs as a receptor in its own right. Consideration of the town offers an opportunity to tie the associated development proposals into broader strategic considerations which are largely absent from the analysis in this section.	89374-442-756			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No impacts and therefore no residual effects have been assumed for the operational phase of the Cannington Park and Ride. Insufficient attention has been paid to the assessment of local economic impacts of a significant change to the local transport context.	89374-442-1426			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A site based assessment of the individual associated development sites discounts effects arising from cumulative impacts of all the associated development proposals whose timescales overlap.	89426-442-263	/			

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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's assessment has no residual effect. The evidence base nevertheless contains inconsistencies in relation to how beneficial effects are assessed in relation to localised definition of the receptor.	89426-442-14758	/			
Tractivity 63007	Public	Stage 2 Update	Development of the exiting footpath may cause lighting, noise, litter and other social problems amid village housing.	89695-442-821				
1	Comments received under the EIR from the IPC	Stage 1	Providing accommodation in the village for some 320 men would cause social problems as it would increase the dominant male population in the village by some 28%. There would also be further employees in the proximity should a park & ride scheme and/or freight facility be permitted in our village. There would inevitably be serious potential risk to all our residents especially the vulnerable old/ young population with disruption and social implications i.e. drugs/ crimes/ drunkenness in a village with very few local amenities. The nearest town with facilities is Bridgwater (3miles) and 6 miles to access the M5.	89790-442-3178	/			
2	Comments received under the EIR from the IPC	Stage 1	Cannington cannot be expected to soak up such numbers. We are concerned our village may be turned into a "Frontier Town". The number of males to be billeted in these camps will be highly disproportionate to the resident population of the village.	89791-442-745				
2	Comments received under the EIR from the IPC	Stage 1	Collectively some residents feel there are concerns regards; crime, drunkenness, drugs; traffic etc.	89791-442-995	/			
3	Comments received under the EIR from the IPC	Stage 1	HINKLEY POINT C POWER STATION AND PORPOSED SITES IN CANNINGTON OF TEMPORARY WORKERS HOSTEL, HAULAGE TRANSFER FACILITIES AND PARK & RIDE (Editor's note: information redacted) we strongly believe that our lives will be adversely affected by any or all of the above proposals should they be adopted?	89792-442-0	/			
40	Comments received under the EIR from the IPC	Stage 2 Update	a) close proximity to residential accommodation	89909-442-1757			/	

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40	Comments received under the EIR from the IPC	Stage 2 Update	In conclusion we earnestly oppose EDF commencing any work on the proposed Hinkley Point C station before any planning permission has been granted. Planning Permission has already been gained for the removal of asbestos from Hinkley Point using roads directly through the village. EDF are also intending to use the existing infrastructure through Cannington village before any / if a bypass is built for their construction vehicles. This will cause huge safety issues, noise, pollution, vibration and a vast amount of distress to the residents of this village. It is not acceptable practice.	89909-442-4205			/	
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			/	
Tractivity 62911	Public	Stage 2 Update	it will also end the village community that we have enjoyed to date.	89663-477-614			/	

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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	Much of the analysis necessarily rests on an assessment of the level of employment resulting from construction (and to a lesser extent during operation). The key determinants are both the overall level and phasing of employment and the share of employment filled by local residents. Employment estimates are derived from unit costs of park and ride construction based on a small sample of projects presented in Technical Appendix 2.2.1. Given the reliance on secondary evidence. The assessment of total employment impacts is therefore subject to a high degree of uncertainty.	89373-443-10722		/		A concern was raised that there is a level of uncertainty associated with reliance on secondary evidence. EDF Energy accepts a level of uncertainty, and plans mitigation for it. The assessment approach in Chapter 7 of Volume 6 of the Environmental Assessment has been based on the best possible information on the likely number and location of construction workers in the area during the construction phase (based on EDF Energy's experience of their other projects and experience from Sizewell B and Flamanville), and mitigation has been identified where effects are considered adverse.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	As noted in the chapter, standard thresholds for assessing the significance of impacts for socio-economic factors do not exist. Socio-economic assessment requires professional judgement to be applied based on available evidence and logical reasoning. Assessing the magnitude of impacts with reference to proportions of local population, employment or unemployment can serve to hide very localised effects which may be highly significant.	89373-443-11635		/		Traffic issues are covered in the baseline of the Transport Assessment . It is recognised that increases in traffic may have a socio-economic impact on businesses and residents. Residents and businesses in the area, and more widely in Sedgemoor, would be encouraged to secure economic benefits from the proposed development at Hinkley Point C – including jobs and supply chain opportunities. The workforce requirements for Associated Development sites including Cannington Park and Ride are incorporated into the Construction Workforce Development Strategy to enhance recruitment of Somerset residents.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Related to the above point, the significance of employment impacts are assessed with reference to the total number of employees and the share of employment opportunities filled by residents of the CDCZ. These measures are inconsistent with an assessment of employment impacts in a study area comprising Cannington.	89373-443-12074	/			Monitoring will be undertaken to identify and target mitigation approaches to where they are needed. Monitoring will be built into the proposals to respond to adverse effects that arise.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Greater flexibility should be used in applying the framework to assess significance or magnitude of effects.	89373-443-12394		/		

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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	For a range of impacts, a key determinant of significance is the level of home based versus non-home based workers. The consultation assumes a home based market share of between 50% and 70%. These proportions are well above the aspirational 40% local (CDCZ) employment share for the construction of the power station itself. There are clearly factors which determine that the local labour market share for associated activities is likely to be higher than that of the power station itself. The level of complexity and the type and level of skill required is much greater than that of a park and ride facility. A more direct comparison can be gained by isolating 'Civil Operatives'. Under the '30% scenario', the share of home-based civil operatives is 43% and under the '40% scenario' the same proportion is 50%. The range given for civil operatives ranges from between 45% and 75%. As for the power station workforce, it is considered that the achievement a local labour market share of approaching 70% is not assured and is dependent on a range of mitigating actions.	89373-443-12528			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The focus of the assessment, across both construction and maintenance phases, is on direct employment effects. Limited reference has been made to potential economic and social implications (namely the impact on local traders) of increases in the level of traffic congestion.	89373-443-13601	/			
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 the level of local labour market share which would be expected and the level which is aspirational. The assessment would benefit from more detailed treatment of the relationship between mitigation and local labour market share. Issues related to mitigation are explored further below.	89373-443-13879		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An assessment should be made of the local social and economic impacts of increased traffic, not limited to construction and maintenance employment.	89373-443-14181	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The main source of uncertainty comes from the need to assess impact in advance of procurement of contractors to undertake work. The methodology uses proxies for costs based on similar projects and industry average levels of output are assumed to apply.	89373-443-15227		/		

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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	Open procurement means that both these assumptions are effectively at risk and introduce a level of uncertainty concerning actual outcomes.	89373-443-15483		/		

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Tractivity 1169	Public	Stage 2	7. Any other ideas or comments? If it is needed provide it, with good benefits to land owners who are getting all the grief.	9927-444-3687			/	Activities would be established to maximise the economic benefits of the development, as outlined at the Stage 2 Update Consultation. These measures would include: Business Supplier Events and Skills Training; engagement with schools and colleges in the local area in order to help them plan the education and training requirements of their students; an on-going commitment to local procurement and training to up-skill the workforce; a dedicated supply chain representative in the Bridgwater office; and a series of 'supply chain' events for local businesses to provide a clear understanding of EDF Energy's requirements from suppliers. Additional mitigation measures have been proposed in Cannington since the consultations, these include traffic calming in the village, clear signposting to direct traffic to the bypass. In addition, as part of West Somerset Council's decision to approve the application for Site Preparation Works, EDF Energy has committed to deliver a significant package of investment, much of which will benefit Cannington. Once approved, our £4 million community fund will support a range of community initiatives to be chosen by local authorities and community groups and there is a considerable opportunity for Cannington to be a major beneficiary, with £0.5m earmarked specifically for Cannington. Additionally, £2 million of investment has been set aside for Cannington in new or improved sport and leisure facilities and to fund a new construction skills centre. EDF Energy has also committed to a Public Realm Heritage Contribution of approximately £250k to mitigate the traffic impact of the project on the historic environment. Again, Cannington would benefit significantly from this investment. The village will also receive further investment to promote or improve economic, social and environmental well-being and to improve community safety. If the power station development gets the go-ahead, the community fund referred to above will benefit from a total investment of £20m.
Tractivity 1258	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q7 Do you have any other comments? Yes how are you going to compensate the people on Chads Hill Cannington whose property will not only be devalued and possibly unsellable, but also will have to put up with light, noise and visual impact disruption. Will you buy my house off me?	89524-444-252	/			
Tractivity 1299	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	Q7 Do you have any other comments? I think the Mitigation Schemes you are offering to local residents at Shurton, Wick, and Burton should be on a case by case basis. I do not think you can offer an across the board scheme as it may not be of benefit to everyone ie; offering double glazing, when most households already have this in place. If you really wanted to mitigate the impact on local residents you need to consult with them individually to see what would make this construction phase more bearable for each household concerned.	89565-444-3116	/			
Tractivity 1316	Public	Stage 2 Update	I am a resident of Cannington and together with the majority of other residents we are not interested in mitigation and benefits. We require you to behave in the correct manner and construct the proper road infrastructure.	89582-444-285			/	
Tractivity 272	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 western Cannington Bypass route will disest prixately owned water supply pipes to five dwellings in Sandy Lane (Horn hill). These pipes run from the top of Chads Hill, across fields to the dwellings. Would EDF be prepared to install at their costa new water main that would run along Sandy Lane and service these five dwellings? This new main would then be the responsibility of Wessex water. A sixth propertycurrently with its own water supply may also wise to take advantage of the new main. This matter was raised with (Personal details removed) 28/11/09 at Cannington Village Hall.	8961-444-3707		/		
Tractivity 303	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. We are totally against any accomodation being built in Cannington either at the site south of Cannington but in particular at Cannington College because if it is built there- a) residents will never be able to use the facilities b) and if they do Bridgwater College will charge us as they already do noe for amenities which have been there for years.	8991-444-2454	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 354	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>Community benefit - is best served by ensuring no one village has too big a burden. For example, if Cannington has the accommodation campus then it shouldn't have the park and ride too</p> <p>Rather than "community benefit" I'd prefer the money be spend on a more extensive bypass, starting near M5 in Bridgwater and bypassing to east of Cannington</p>	9042-444-3547	/			
Tractivity 516	Public	Stage 1	As far as Cannington is concerned there are no community benefits which could be worth the loss of the village identity and the unnecessary destruction of greenfield sites.	9188-444-4456	/			
Tractivity 537	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>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.</p>	9362-444-870	/			
Tractivity 612	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>EDF should ensure the local communities are well compensated for all of these works for Cannington they could provide the village with a flood bypass for Cannington Brook (especially as they will be adding to the problem) also traffic calming measures within the village, a new village hall and some investment on the local schools.</p>	9276-444-3700	/			
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 socio-economic aspects of the Cannington park and ride. Measures related to local recruitment, training, and purchasing which are in place for the construction of the power station, would not be available for park and ride construction. This would place significant doubt on achievement of a local labour content at the higher end of the proposed range and would therefore have implications for the significance of negative impacts relating to demographic impacts and impacts on local services.	89373-444-14352		/		

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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	Consideration should be given to mitigation measures aimed at maximising the local employment share and economic benefit of construction of the park and ride. Such actions could relate to modes of procurement and requirements placed on contractors for local recruitment and local supply chains where appropriate.	89373-444-14890	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The absence of a clear set of interventions in terms of training and employment casts significant uncertainty on the delivery of an enhanced level of local labour within the development.	89373-444-15626	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Improved linkage with the mitigation measures proposed for the main site would improve the potential effectiveness of mitigation of possible residual effects.	89426-444-457			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Improved linkage with the mitigation measures proposed for the Main site would improve the potential effectiveness of mitigation of possible residual effects.	89426-444-15163			/	
Tractivity 224	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 community benefits are well established for Cannington , A Village Community Centre with ample parking and easy access to the village.	8926-542-3567	/			
Tractivity 227	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? sports and social club for cannington	8929-542-3096	/			

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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.	10276-542-3899	/			
Tractivity 591	Public	Stage 1	5. Please give reasons for your preference Improvements should be made to the existing road structure to allow access to the site. Brymore School owns 30 acres of farm land, essential to the provision of agricultural education for its pupils and one of very few such establishments in the country. The proposal to compulsorily purchase two thirds of this farm land will completely destroy the school's dairy and sheep farming provision.	9257-77-1018			/	

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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 baseline assessment has been carried out based on appropriate use of initial source references however it has not been completed with soil surveys. Consequently it is not known how much of the site is 'best and most versatile land'. Baseline information is therefore incomplete.	89375-475-1523	/			During the Stage 2 Consultation Sedgemoor District Council and West Somerset Council commented that the baseline information in relation to the proposed park and ride development in Cannington was incomplete. In particular, a comment was raised with regard to the quantity of "best and most versatile land." EDF Energy has now fully updated its baseline study for this topic area and Chapter 11, Volume 6 of the Environmental Statement (ES) contains full baseline information for the site, including the findings of an Agricultural Land Classification survey, which provide details of the quality of the land and the quantity of "best and most versatile land." The surveyed agricultural land is Grade 3b, moderate quality, agricultural land throughout, with no best and most versatile land (BMVL) present.
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 significance of Minor Adverse for temporary landtake of 9 Ha of agricultural land is likely be reasonable, however is not yet confirmed as the quality of the land has not yet been fully determined and the criteria have not yet been fully defined.	89375-475-2673	/			

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Spoil Disposal Site: Any spoil taken off site for disposal will need an appropriate permit in place before any disposal can take place. If the quarry is going to be used as a site for disposal an application for an appropriate permit (Exemption or Environmental permit) must be made to the Environment Agency for consideration.	88830-477-8797	/			<p>Comments on the potential impacts to soils and land use as a result of the proposed Cannington Park and Ride development were received at both Stage 1 and Stage 2 of the HPC Consultation process.</p> <p>At Stage 1, The Environment Agency raised the possibility of waste from the Hinkley Point C (HPC) site being deposited in Cannington Quarry. This had been proposed by EDF Energy at the Stage 1 consultation but was discounted at the Stage 2 consultation and does not form part of the current proposal.</p>
Tractivity 62460	Public	Stage 2	The Park & Ride scheme which EDF envisage for Cannington and Williton with the veiled indication of returning these green fields sites back to green fields after the C station is built is an untruth. Experience shows that after the Park & Ride comes 'Brown Field Site' status and housing development follows.	10083-477-1026			/	<p>During the Stage 2 Consultation comments were received from both the public and Local Authorities. Comments related to concern over the eventual reinstatement of the proposed land area and the assessment of the significance of impacts.</p>
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 operational phase as having 'no significant impacts' (Table 4.6.4) is not consistent with the rest of the assessment, as there will be loss of land for approximately eight years during operation of the park-and-ride facility.	89375-477-3291			/	<p>The impact of loss of agricultural land for the duration of the operational phase is included within the assessment of construction phase impacts. During the construction phase, site soils would be stripped and stockpiled, removing them from agricultural use. Once stored in stockpiles, there would be no new impacts on these soils during the operational phase. Impacts are summarised in Chapter 11 of Volume 6 of the Environmental Statement (ES).</p>
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 assessment of a Minor Adverse residual impact from the temporary landtake of agricultural land is likely to be reasonable, although further work is needed as described above in order to confirm this.</p> <p>It should be noted however that if the site were to be restored for legacy use, rather than reinstated for agriculture as assumed in the assessment, this residual effect on soil and land use might be more adverse.</p>	89375-477-4564	/			<p>The Cannington Park and Ride facility is expected to be operational for approximately eight years. Once the facility is no longer required it would be reinstated to its current agricultural use. Further details of the post-operational strategy are provided in Chapter 5 of Volume 6 of the ES.</p> <p>There is no land categorised as Best and Most Versatile Land (BMVL) (comprising Agricultural Land Classification grades 1, 2 and 3a) on the site. Impacts on soil quality, agricultural drainage, agri-environment schemes and animal health have been considered in Chapter 11 of Volume 6 of the ES.</p>

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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	Criteria are presented in this chapter for the Importance of soil and land use Receptors, and for the Magnitude of Effects. However these latter do not comprehensively cover the full range of area/duration combinations and do not address the issue of land which is not 'best and most versatile'. The methodology is in line with other good practice in this area but needs finalising to address this point in order to ensure consistency across the various sites and to avoid challenge of the basis of the assessment.	89375-476-1920	/			<p>In response to the Stage 2 Consultation Sedgemoor District Council and West Somerset Council acknowledged that the methodology was in line with best practice but commented that it required further development and an increased level of information. The Local Authorities also raised concern that the significance of dust on human populations during construction had not been assessed at Stage 2.</p> <p>EDF Energy has taken the comments received into consideration and the Methodology Section of Chapter 11 of Volume 6 of the Environmental Statement (ES) addresses the following issues as they may be affected by construction, operation and post-operation restoration of the site:</p> <ul style="list-style-type: none"> ▪ soil types, their quality and Agricultural Land Classification (ALC) grades likely to be affected by the development; ▪ the type of farm enterprises present and farming practices, including any agri-environmental schemes; and ▪ the possible presence of crop/soil/animal diseases or noxious weeds. <p>The criteria used in the assessment are the ALC grades as set out by the former Ministry of Agriculture,</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology needs completion with regard to criteria on magnitude of effects.	89375-476-2565	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The significance of dust during construction on human receptors (rather than agricultural receptors) has not been assessed	89375-476-2941	/			

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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 assessment of the operational phase as having 'no significant impacts' (Table 4.6.4) is not consistent with the rest of the assessment, as there will be loss of land for approximately eight years during operation of the park-and-ride facility. The Significance assessment therefore needs completion.	89375-476-3291			/	<p>Fisheries and Food, which includes Best and Most Versatile Land (BMVL) (ALC Grades 1, 2 and 3a), but also lower grade agricultural soils (Grades 3b and 4). The methodology describes the assessment of magnitude of impact (change) upon soils and agricultural land, and the value and sensitivity of the soils present on site, including both BMVL and Grades 3b and lower grade agricultural land. This approach has allowed potential impacts to be assessed in terms of the potential vulnerability of soils to stripping and handling in relation to their physical characteristics, including Soil Wetness Class.</p> <p>The impact of loss of agricultural land for the duration of the operational phase is included within the assessment of construction phase impacts, as this is the phase when site soils would be stripped and stockpiled, removing them from agricultural use. Once stored in stockpiles, there would be no new impacts on these soils during the operational phase. The significance of the impact of dust generation on humans during the construction phase has been addressed in Chapter 12, Volume 6 of the Environmental Statement.</p> <p>The assessment of impacts during the operation of the Park and Ride facility addressed the potential for adverse indirect impacts on the soils, agricultural land use and agricultural activities of adjoining land as a result of localised dust generation and deposition, surface water run-off and sediment deposition. These impacts are addressed in Chapter 11, Volume 6 of the ES. These indirect impacts would be limited in scale and extent, as the design of the operating site would include run-off and sediment capture and control measures, and dust generation from the Park and Ride facility would be purely from hardstanding areas and therefore very limited.</p>

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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 proposed mitigation for loss of the land is restoration to agriculture. This is described as being managed by good practice measures in the EMMP and Site Restoration Plan. It is essential that strong contractual mechanisms are in place to ensure effective delivery of these controls.	89375-479-3622	/			During the Stage 2 Consultation Sedgemoor District Council and West Somerset Council commented that they considered the Cannington Park and Ride soil and land use mitigation measures in need of further development and detail in certain areas. At Stage 2 the adoption of standard good practices and control measures were presented as mitigation subsequent to the impact assessment. In the EIA, the adherence to legislative requirements and adoption of standard good practices has been assumed as part of the pre-mitigation impact assessment and would be adopted as part of the development design and are not considered as specific formal mitigation. Chapter 11 of Volume 6 of the Environmental Statement (ES) identifies examples of standard good practice measures and design features which would be implemented at the proposed development site to limit the potential for impact to soils and land use, including any impact on adjacent land drainage. Details of standard good practice, including the excavation, handling, transport, stockpiling and reinstatement of agricultural soils, will be developed through the Environmental Management and Monitoring Plans (EMMPs)
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Reinstatement of ditches and drains is proposed as mitigation for damage to land drainage in Table 4.1.3, which is appropriate. However it should be noted that in Table 4.6.4 mitigation for damage to field drainage is proposed only by part of EMMP, which is not sufficient. The mitigation proposals therefore need further development.	89375-479-4072	/			

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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 monitoring requirements have been identified.	89375-480-5222	/			<p>During the Stage 2 Consultation Sedgemoor District Council and West Somerset Council commented that no monitoring requirements in relation to soils and land use had been identified for the proposed Cannington Park and Ride site.</p> <p>Chapter 11 of Volume 6 of the Environmental Statement (ES) outlines the good practice quality control and monitoring measures that would be used for the management of the stripped, stored and re-used soils. Detail would be developed through the suite of Environmental Management and Monitoring Plans (EMMP) specifically in the soil management plan which forms Appendix 5 of Annexe 4. Managing and documenting topsoil stripping, stockpiling and reuse would form a key part of the soil management plan.</p> <p>Following the post-operation restoration of the site, a programme of soil monitoring would be carried out immediately after restoration activities have been completed and at intervals thereafter to ensure that required soil criteria have been achieved.</p>

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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 no plan of the surface water features and the proposed development. A plan should be provided for clarity and accurate location of the features.	89376-502-4689	/			During Stage 2 consultation comments were received from the local authorities relating to surface water, covering a range of issues around drainage, flood risk, hydrology and receptors and water quality. A number of the consultation responses requested further clarification regarding the receptors which were considered in the assessment process, including the production of a detailed plan which highlights the drains and watercourses near the Cannington Park and Ride site. In response to this request a plan has been included in Volume 6 of the Environmental Statement (ES) identifying surface water features.
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 one current discharge to surface waters within 500m radius of the site. The EnvApp provides limited information on formal surface water sewerage provision in the vicinity of the site.	89376-502-4893			/	In addition to the updated plan, further information has been provided in the surface water chapter of Volume 6 of the ES regarding the location and condition of the key surface water features and receptors (including the Cannington Flood Relief Channel (FRC), the Cannington Brook, the adjacent A39 drain, Wessex Water Infrastructure (surface and foul) and nearby populations) and the value/sensitivity of the individual receptors in the impact assessment. A number of consultation comments also requested further clarification regarding the terminology used to express flood risk in addition to the delineation of flood risk zones across the site. The updated Volume 6 of the Environmental Statement (ES) has been aligned with the accompanying Flood Risk Assessment to ensure consistency in the terms used to define and express flood potential at the site.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The site described by the EnvApp as located within Flood Zones 1, 2 and 3. This means some of the site is at high risk of flooding. The section of the site to be occupied by the park and ride facility is in Flood Zone 1 and as such is at low risk of fluvial flooding. However, there is no mention of the flood relief channel described in the Flood Risk Study (FRS), which crosses the site. A detailed description of how the flood relief channel operates and how it may impact the site would be expected.	89376-502-5520	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp suggests that the drains crossing the site may not be linked to Cannington Brook but this is unlikely as the Cannington Brook is the main surface water receptor in the vicinity of the site. This needs to be properly investigated. Cannington Brook is assigned a medium sensitivity. However, the high chemical water quality of the existing brook contradicts the poor ecological potential; therefore, it is possible that the system is very sensitive to change with the good chemical water quality not being able to benefitting the indicators that identify a good ecological status.	89376-502-6214			/	
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 no reference to the operation of the realigned flood relief channel over the lifetime of the site	89376-502-11623	/			

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Water Quality Assessment of the existing drainage facilities should be carried out to ensure the refurbishment is viable and that there are suitable drainage facilities for the new accommodation.	88830-510-9998			/	Due to the present greenfield nature of the site, there is no surface water or foul water drainage systems associated with the baseline site. The Stage 1 consultation material included provision for accommodation at Cannington, however this element was removed from the Cannington Park and Ride development proposals at Stage 2.
Parrett Internal Drainage Board	statutory consultee	Stage 2 Update	2. Cannington Park and Ride and road improvements located in the Board area. No detailed discussions held with the Board. Any modifications or increased flow to the land drainage network will need to be agreed and consented by the Board.	89717-510-4495	/			Although the site lies outside the Somerset Drainage Board Consortium (SDBC) area, surface water drainage from the site will ultimately enter the SDBC area and so the SBDC have been consulted regarding the proposals

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Park and Ride (900 cars): Drainage and pollution prevention measures should be looked into for this site. Appropriately sized interceptors will be required to deal with the drainage for a 900 car, park and ride.	88830-504-6107	/			The Environment Agency highlighted a number of specific measures which would need to be addressed to ensure that the proposed Cannington development did not cause pollution and/or impact upon controlled waters. These are reflected in the development of the updated Volume 6 of the Environmental Statement (ES) and the Flood Risk Assessment (FRA) for the site. EDF Energy has consulted the Environment Agency during the development of the FRA to ensure that these requirements are adequately addressed.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Water Quality Park and Ride (900 cars): Drainage and pollution prevention measures should be investigated for this site. Appropriately sized interceptors will be required to deal with the drainage for a 900 car, park and ride. SUDs development techniques should be looked into for design of this area to try and reduce the effect of the development on the surrounding environment. With the sites loamy/gravelly soils this site could be more suitable for SUDs techniques to be incorporated into the design.	88830-504-8209	/			In addition, a number of comments requested further details on the surface water management plan proposed for the development to ensure there was no degradation of adjacent watercourses and increased flood risk downstream. To address these concerns, a more robust surface water management and drainage strategy has been developed for the site. This strategy is supported by detailed drainage calculations prepared using Micro-drainage WinDes and is presented in the FRA prepared for the site.
Tractivity 433	Public	Stage 1	This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks and their out fall. when the quarry tried to pump out the water all of the local water courses were raised in	9353-504-9318			/	This strategy proposes that post construction, run-off rates from the developed parts of the site will be limited to the existing greenfield rate.
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.	9362-504-5535	/			The drainage strategy also includes the use of Sustainable Drainage (SuDS) techniques to attenuate discharges from the site and provide primary treatment for non-aqueous phase hydrocarbons. The SuDS features which will be adopted at the site include: <ul style="list-style-type: none"> ▪ Detention basin: A detention basin will be constructed in the south-east corner of the site with a capacity of 800m³ in order to accommodate the run-off generated for the 1% AEP event (1 in 100 year event) including a 10% allowance for climate change. ▪ Permeable parking surfaces: The proposed development will incorporate permeable surfaces (gravel) for parking spaces and pavements.
Cannington Parish Council	Statutory Consultee	Stage 2	4.1 The village has a natural asset with Cannington Brook running through part of it and the Council do not want it spoilt. All water drains downhill from the Quantock Hills and surrounding area to this brook. The proposed park and ride area is in close proximity to the brook and there is concern with regard to pollutants and flood water running off the proposed western bypass and the park and ride which could ruin the natural habitat of the brook.	10221-504-5192			/	The provision of the SuDS features will ensure that the off-site impacts of the surface run-off from the proposed development will be limited to existing greenfield run-off rates. Appropriately sized interceptors will be installed in order to remove any

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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 assessment of 'increased sedimentation' is consistent in both construction and operational assessments but potentially underestimates the effects. This is due to the uncertainty in the isolation between the local drains accepting surface water runoff from the site and the Cannington Brook.	89376-504-9299		/		oils or petrochemicals from discharged waters. The surface water receptors that have been assessed as part of this study are set out in tabular format within the Volume 6 of the ES . The Cannington Brook is not assessed as a direct receptor within this study because there is no direct pathway by which it could be impacted by surface water runoff from the proposed development. The Cannington Brook has been considered within the assessment by increasing the sensitivity of the direct receptor, i.e. the Cannington Flood Relief Channel (FRC), to medium. Responses to the Stage 1 consultation raised concerns surrounding water interactions in the vicinity of the water filled dormant quarry, approximately 1.2km to the north-west of the proposed development site. Due to the distance of the proposed development site from the dormant quarry, it is anticipated that there will be no interactions with development site surface waters. There are no proposals to deposit waste materials (including excavation material) in the quarry.
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 reported that all construction impacts identified below can be largely mitigated to Negligible: <ul style="list-style-type: none"> Surface water runoff from stripped soil; Contaminated surface water runoff from stripped soil/ stockpiling; Accidental discharges from machinery; Discharge of suspended sediments during construction of balancing ponds - Minor Adverse; Sediment deposition during construction of access road/site infrastructure; Contaminated pumped ground water effects on water quality; Loss of drainage capacity, increased surface water runoff, flood risk; and, Accidental release of sediments into drainage ditches. This is considered an accurate reflection of the efficacy of the mitigation measures assuming the Cannington Brook is not directly impacted upon.	89376-504-11983			/	A consultation comment was also received regarding wider consideration of the cumulative surface water impacts of the development. These interactions have been considered in detail in the development of the Cannington FRA . It should also be noted that cumulative impacts across the Hinkley Point C (HPC) Project developments and surrounding non-HPC schemes are considered separately in Volume 11 of the ES .
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 reported that all operational impacts identified below can be mitigated to Negligible: <ul style="list-style-type: none"> Accidental discharges; Contaminated surface water runoff; and, Increased suspended sediments from surface water runoff. Achieving this reduced impact relies on an effective surface water management system. Currently the level of detail provided for the management system does not allow this conclusion to be met confidently.	89376-504-12778	/			The assessment of water quality impacts has assumed that good construction site practices will be adopted. Due regard for the Environment Agency Pollution Prevention Guidelines (PPGs) will be made. A Water and Sediment Management Plan (WSMP) will detail measures which will ensure the careful management and monitoring of construction practices at the proposed Cannington development, with respect to surface water and sediment control. Measures will include the provision of facilities for the appropriate storage of oils and fuels. Such measures will ensure that discharges from the site will be managed in such a way that there will be no deleterious impact on receiving watercourses and that
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The potential operational phase impact of key concern is the impact of site drainage. This is assessed to be moderate adverse without any mitigation. Based on the range of solutions offered to control surface water quality it is agreed that this impact can be reduced to minor. However, this will depend on a well designed surface water management regime, which is yet to be designed.	89426-504-5834			/	

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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	All construction impacts identified below can be mitigated to negligible. This is considered a fair reflection of the efficacy of the mitigation measures assuming the Cannington Brook is not directly impacted.	89427-504-1008			/	discharge requirements (applied either as Environmental Permit conditions or Construction Environmental Management Plan (CEMP) conditions) are met in terms of quality and discharge rate. The WSMP will also cover operational procedures and ensure that effective surface water management is maintained throughout this phase of works.
30	Comments received under the EIR from the IPC	Stage 2	(Editor's note: information redacted) when it is not in flood is a lovely asset to the village. It is a haven for wildlife with otters, water voles, Little Egrets and Kingfishers as well as the normal livestock such as fish and frogs etc. Children enjoy playing in the brook and surrounding gardens in the summertime and very careful consideration should be given to any proposals for flood relief and retention of run-off water and pollutants to ensure that this habitat is safe for the future. (six photographs)	89819-542-2374	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Topic: Surface water drainage scheme</p> <p>Issue: Sufficient surface water drainage calculations have not been provided</p> <p>Comment: Calculations to demonstrate the viability of the surface water drainage scheme will need to be provided. There is currently a lack of detail in the drainage strategy with too much reliance on future ground investigation. We would like to see more SUDS conveyance techniques used to deal with water quality and quantity before it gets to the balancing ponds.</p> <p>There must be enough storage provided to allow for the 1 in 100 year storm plus an allowance for climate change. Discharge must be limited to the Greenfield run-off rate for all return periods up to and including this storm. Please provide more details showing the amount of impermeable area on site and how the required size of balancing ponds will be accommodated on site.</p> <p>Action: Full details and supporting calculations to be provided for assessment.</p>	89084-503-2117	/			<p>At the Stage 2 consultation, a consultee requested that the significance table should be included in the assessment methodology section of the chapter. Further consultee comments cited inconsistencies in the assignment of significance of effects values or requested more details to support the values assigned. One example was increased surface water discharges assigned a significance of “No Impact” based on the provision of a new Flood Relief Channel (FRC) and “various surface water drainage measures”. The siting of the proposed Cannington development has changed since the Stage 2 consultation and as a consequence the existing FRC will be retained and a new FRC is not required as a consequence of the proposed new development.</p> <p>In addition, to address consultee comments, the sensitivity/value assignment for each surface water receptor is provided in the surface water chapter of Volume 6 of the Environmental Statement (ES) in a summary table and justification text given to accompany these ratings. Details have been provided for both direct surface water and indirect population receptors that could be affected by the development at the proposed development.</p> <p>Volume 6 of the Environmental Statement (ES) has also been updated to provide additional information regarding individual impacts, additional mitigation actions which are not directly considered in the design of the Cannington site and remaining residual risks.</p>
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>CONDITION: No development approved by these subsequent permissions shall be commenced until the Local Planning Authority is satisfied that adequate sewerage infrastructure will be in place to receive foul water discharges from the site.</p> <p>REASON: To prevent pollution of the water environment.</p>	89090-503-5453			/	<p>A number of further comments were made under the methodology section regarding the appropriateness of the drainage strategy directing surface water from the Cannington site to the Cannington FRC and also the need to consider fully appropriate sustainable drainage (SuDS) methods within the drainage design. A summary of the key points arising from the drainage</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology is incomplete as it only provides tables that describe 'sensitivity of receptor' and 'magnitude of effect'.	89376-503-6832		/		

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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>The construction effects identified by the assessment have been assigned the following significance:</p> <ul style="list-style-type: none"> Increased suspended sediments from surface water runoff from stripped soil- Minor Adverse; Contaminated surface water runoff from stripped soil/ stockpiling - Minor Adverse; Accidental discharges of contaminants from machinery - Minor Adverse; Discharge of suspended sediments during construction of balancing ponds - Minor Adverse; Sediment deposition during construction of access road/site infrastructure - Minor Adverse; Contaminated pumped ground water effects on water quality - Minor Adverse; Loss of drainage capacity/increased surface water runoff/flood risk - Major Adverse; Accidental release of sediments into drainage ditches - Minor Adverse. <p>If there is no connection between the drains identified as the key receptors from the site and the Cannington Brook then the impacts are probably assessed correctly. However, if the Cannington Brook can be impacted then the assessment may underestimate the significance of effects. This potential linkage should be investigated to allow accurate assessment of the potential impacts.</p>	89376-503-7167			/	strategy are provided in the Impact and Cumulative Impact response and the full Cannington Flood Risk Assessment
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 operation effects identified by the assessment have been assigned the following significance:</p> <ul style="list-style-type: none"> Accidental discharges - Moderate Adverse; Contaminated surface water runoff - Moderate Adverse; Increased flow and volume of surface water runoff and increased flood risk - No impact; Increase suspended sediments from surface water runoff - Minor Adverse. <p>The significance of effect assigned to accidental discharges and contaminated surface water runoff is reported as greater during operation than construction. This is counter intuitive and should be re-assessed with provision of a clear justification as to how conclusions are met.</p> <p>Increased surface water discharges are then assigned a significance of No impact. This is based on the provision of a new flood relief channel and 'various surface water drainage measures. There is significant lack of detail to provide confidence that there will not be any impact.</p>	89376-503-8353			/	

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Freight Consolidation Facility: A contained drainage area may be required for this facility depending on the eventual details produced i.e. what materials are going to be present, how many vehicle movements. But as there is most likely going to be numerous vehicle movements etc, we would like to see some pollution prevention methods installed in the design to reduce the chance of contaminated surface water run off reaching the watercourses	88830-506-6830	/			<p>During the Stage 2 consultation, the Environment Agency highlighted a number of specific conditions which would need to be addressed to ensure that the proposed Cannington development did not cause pollution and/or impact upon controlled waters. These conditions are reflected in the development of Volume 6, of the Environmental Statement (ES) and the Cannington Flood Risk Assessment (FRA) for the site. EDF Energy has continued engagement with the Environment Agency during the development of the Cannington FRA to ensure these requirements will be adequately addressed.</p> <p>A significant proportion of the remaining consultation comments relating to mitigation refer to concerns or clarifications regarding the potential impacts (and need for mitigation) of uncontrolled surface water discharges from the site.</p> <p>A drainage strategy has been provided (within the Cannington FRA) as an integral part of the Cannington site design and has been designed to control discharges from the site at levels consistent with current run-off rates. This has been achieved using a variety of sustainable drainage (SuDS) management techniques as suggested by a number of consultees. These techniques include the use of permeable paving materials on sections of the site; the use of a controlled drainage system; and the use of an on-site detention pond to control discharges from the Cannington site.</p> <p>The assessment of water quality construction impacts has assumed that good construction site practice will be adopted. Due regard will be made to the Environment Agency Pollution Prevention Guidelines. The environmental management and monitoring plan (EMMP) included as an annex to the ES details measures which will ensure the careful management and monitoring of construction practices and operational discharges at the proposed Cannington development site, with respect to surface water and sediment control. Measures will include the provision of facilities for the appropriate storage of oils and fuels. Such measures will ensure that any discharges from the site will be managed in such a way that there will be no deleterious impact on receiving watercourses and that any discharge requirements are met in terms of quality and discharge rate at all times.</p> <p>Consultation responses from the Environment Agency have advised that in order to prevent pollution of the water environment there should be no discharge of foul or contaminated drainage to groundwaters, via soakaways for example. Foul drainage from the proposed Cannington development will be collected and</p>
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Water Quality Park and Ride (900 cars): Drainage and pollution prevention measures should be investigated for this site. Appropriately sized interceptors will be required to deal with the drainage for a 900 car, park and ride. SUDs development techniques should be looked into for design of this area to try and reduce the effect of the development on the surrounding environment. With the sites loamy/gravelly soils this site could be more suitable for SUDs techniques to be incorporated into the design.	88830-506-8209	/			
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	b- Quarry in fill - what access would be made? How could this affect us if the green by pass did not happen? Has anyone considered the effect on the water table and land drainage for the area? We have a septic tank whose soakaway could be affected. What associated works would there be?	9369-506-2284	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>REASON: To prevent pollution of the water environment. CONDITION: During construction No development approved by this permission shall be commenced until a scheme for prevention of pollution during the construction phase has been approved by the Local Planning Authority.</p> <p>REASON: To prevent pollution of the water environment. CONDITION: Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents and gauges must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.</p> <p>REASON: To prevent pollution of the water environmen CONDITION: There shall be no discharge of foul or contaminated drainage or trade effluent from the site into groundwater or any surface waters, whether direct or via soakaways.</p> <p>REASON: To prevent pollution of the water environment. CONDITION: No development approved by this subsequent permissions shall be commenced until the Local Planning Authority is satisfied that adequate sewerage infrastructure will be in place to receive foul water discharges from the site.</p>	89092-506-751			/	

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 operational phase mitigation describes how in the first instance vegetated drainage systems should be adopted to control surface water discharges. Although where these systems are impractical conventional drainage systems should be adopted with provision to control and treat pollutants This is an appropriate level of mitigation and is in accordance with best practice for controlling pollution to controlled waters.	89370-506-3347			/	treated by a package treatment plant, prior to discharge.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation measures are described to arrest the migration of sediments and any other polluting substance to watercourses. The adequacy of these measures depends on a surface water management system that controls water quality and quantity.	89376-506-10294	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The proposed approach to mitigate the loss of drainage, increased surface water runoff and flood risk is considered too simplistic. The assessment assumes that the realigned flood relief channel will solve all flood risk issues for the site. The details of how this may be achieved, provided in the Flood Risk Study (FRS), are insufficient to provide confidence that the flooding can be managed appropriately.	89376-506-10840	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The mitigation proposed for the operational phase is a surface water system designed to manage the quantity and quality of surface water runoff. The proposed system is considered appropriate. However, details of this system would be required and should be made available within the accompanying FRS. The level of detail is currently insufficient.	89376-506-11273	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This focuses on measures to control mobilisation of sediment and other pollutants with a reliance on management plans. These are appropriate, although again a lack of detail is provided.	89376-506-11764	/			
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 predicted that all operational impacts identified would similarly be negligible, however this is reliant on effective surface water management system, details of which have not been provided.	89427-506-1221	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Parrett Internal Drainage Board	statutory consultee	Stage 2 Update	Clearly within the development proposals there are a number of important issues which need to be resolved before any development or works commence on site. The details will need to set out and establish an effective surface water disposal strategy on each of the separate proposals and if appropriate consent applied for and is issued by the Board before any works commences on site.	89717-506-5685			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Water Quality Pollution prevention control should be adhered to throughout the construction and operation of the station - we would therefore expect suitable monitoring points along the Cannington Brook	88830-507-5899			/	Comments was received for the proposed Cannington Park and Ride development relating to the potential need for additional surface water monitoring at the site and for this requirement to be considered under the Environmental Management and Monitoring Plan (EMMP) . There will be measures taken to ensure the careful management and monitoring of construction practices at the proposed development, with respect to surface water and sediment control. These measures will ensure that discharges from the site will be managed in such a way that there will be no deleterious impact on receiving watercourses and that Environmental Permit requirements which are applied to discharges are met in terms of quality and discharge rate.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	There shall be no discharge of foul or contaminated drainage or trade effluent from the site into groundwater or any surface waters, whether direct or via soak ways. REASON: To prevent pollution of the water environment.	89090-507-5226			/	Monitoring of the discharges made to surface waters will take place, as will monitoring of construction procedures and practices. Details regarding the surface water monitoring will be contained within the EMMP .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No specific commitment to monitoring is provided. It is expected that this will be addressed within the EMMP.	89376-507-13423	/			

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Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	<p>Due to the dearth of information pertaining specifically to the terrestrial and marine ecology at the ancillary infrastructure development sites, the suite of potential impacts of the entire project upon species, habitats, and protected sites remains unquantified in the Environmental Appraisal. Whilst ecological information for the HPC site itself is comprehensive, survey data for off-site locations has not been presented to consultees; rather, unsubstantiated estimates of potential ecological impacts and mitigation requirements at these ancillary sites have been presented through the Environmental Appraisal. These considerations of impact, based purely upon the opinion of consultants, are unconvincing, and deeply worry the Trust on three fronts. Firstly, in the case of protected and priority species and sites, there is a need for all direct and indirect, mitigated and residual impacts to be quantified and understood before informed comment can be passed by consultees such as Natural England and the local authorities, who have a statutory responsibility for protecting important wildlife. At this stage in the process a "best guess" on ecological impacts is simply unacceptable.</p> <p>Secondly, a lack of information at this stage prevents meaningful consultation. Pre-application consultation should be mutually beneficial: as an exercise in transparency, it should empower local communities to become involved in the plans that shape the places they live; equally, it should provide an opportunity for EDF to benefit from the specialist local knowledge held by statutory consultees, technical experts and the wider community. Such an exercise can only fulfil its potential if stakeholders are presented with a reasonably comprehensive and contextualised suite of relevant data. In the case of ecology, substantial information gaps still exist for the foreshore/coastal and marine environments of the Severn Estuary, and the terrestrial environments of sites at Bridgwater, Cannington, Coombwich, Junction 23, Junction 24, and Williton. In the absence of survey data and interpretation upon which to base impact predictions, it is not possible to fully analyse or assess the implications of this development for Somerset's wildlife. Given the number of ancillary development sites for which statutorily protected and priority species and habitat survey data has still not been obtained, analysed, or presented for consideration, the Trust questions the usefulness of this consultation exercise. It is hard to see what benefit public consultation over plans based around half-formed evidence bases brings to either the local community or EDF.</p> <p>Thirdly, given the timescale for submitting an application to the IPC, the Trust would expect all ecological data to have been gathered, assessed, and interpreted at this stage in order that the sequential principles of avoidance, mitigation and compensation for impacts can be applied to the project design process, to ensure true sustainability. Ecological information should be informing the finalisation of project plans for submission to the IPC, rather than being treated as a separate set of "issues" to be tacked on and addressed at a later date. As ecological issues have not been integrated into the development of this project, nor efforts made to generate a net gain for biodiversity, it is hard to see how the proposed associated developments meet the criteria of "sustainable development". It is going to be hard for EDF to convince stakeholders that this development will generate benefits to local wildlife if they are not seen to be having due regard for ecology.</p>	10263-511-10285	/			<p>Comments received from consultees at Stage 2 related to incomplete survey information. A desk study and an extended Phase 1 habitat survey were undertaken at an early stage in the Environmental Impact Assessment and design process for each component Hinkley Point C site, including Cannington park and ride, in line with the Institute of Ecology and Environmental Management's (IEEM's) Ecological Impact Assessment (EclA) guidelines (2006). This initial stage of ecological baseline data collation identified a requirement for further detailed species survey work to be undertaken in order to establish a robust baseline, both to inform the design of the development proposals and to provide a basis on which to assess the impacts of the proposed development. However, at the time of the Stage 2 consultation, the programme of detailed species survey work was still ongoing and, consequently, the results could not be incorporated in the Stage 2 consultation documentation. As such, the design of the scheme and the assessment of impacts at this stage were presented on a precautionary basis.</p> <p>Since the Stage 2 consultation and taking on board the comments from consultees, the full results of the baseline surveys completed in 2010 (including an extended Phase 1 habitat survey in June 2010) have been incorporated into Volume 6 of the Environmental Statement, which has been submitted with this application for development consent. This presents a robust baseline on which to draw conclusions in the assessment. Furthermore, since the scheme ecologists have played an integral role in the iterative process of scheme design it has been possible to ensure that the implications of the baseline results, including those received during or after the Stage 2 consultation, have been fully addressed in the final design proposals.</p>

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Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	7) What are your views on our plans for a temporary park and ride facility at Cannington? Insufficient ecological information has been provided against which to appraise these plans, and so we must object.	10263-511-16569	/			
Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	The Phase 1 Surveys have identified impacts upon badgers and reptiles. The results of the 2010 surveys are not available but they will inform detailed design and mitigation for badgers and reptiles and possibly water vole, otter, great crested newts, grass- snake and bat species. * a licence may be required.	89112-511-1433			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	"In respect to CANN - A, it is noted that the Cannington Brook, a County Wildlife Site (CWS) runs through part of the Search Area. No details are given within the Report regarding what surveys will be carried out to characterise the wildlife value of CANN-A. However, as the Cannington Brook is known to support Otters, a European Protected Species (EPS), it seems advisable that a survey is conducted for this species at the very least. Kingfishers, Barn Owls and bats may also be associated with this land."	89262-511-2456	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	A whole suite of ecological surveys are identified as being necessary following an initial Extended Phase 1 Habitat Survey (see paragraph 4.10.52 in Chapter 4 of Volume 3) and the results of none of these seem to be reported in the EclA. The timescales suggested for completion indicate that few if any of these surveys have been finished and written up. Therefore, it is unclear how the mitigation for the park and ride has been designed to take account of ecological survey information or how the EclA has concluded that the impacts on the species will be minor/negligible following mitigation.	89262-511-3786	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The baseline data for the site is incomplete (surveys are still ongoing) and relies on an initial Phase 1 Habitat Survey undertaken outside of the optimal season (March). There is enough information to characterise the general ecological status of the selected location, although further survey work is recognised as being required. The validity of the evidence base produced by EDF Energy for terrestrial ecology for the Cannington Park and Ride site is on the whole considered sound enough to come to an initial evaluation although it is unclear how the further baseline data gathering will influence the ongoing design process	89377-511-298	/			

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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	However, the remaining survey should be completed prior to receptor values being assigned. A range of protected species surveys are still ongoing and it is not clear how these surveys will influence the final design which is already at an advanced stage. Mitigation needs to be incorporated on a precautionary basis for impacts that cannot be designed out late on in the process.	89377-511-1558	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The valuation on the various species groups should be clearly indicated as provisional, subject to the surveys still to be completed.	89377-511-2379	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The overall judgement of residual effects should be considered provisional until the surveys are completed for the site. The additional baseline data is unlikely to change the assessment significantly, except in relation to the bat assemblage uncertainties highlighted above.	89377-511-4740	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Commuting activity of bat populations is not sufficiently understood within the baseline to make an assessment on whether the HPC main site and Cannington bypass would have potential to interact with the Comwich Wharf activities. Similarly, there is insufficient information at present to qualify the potential effects of the NG connection on these bat populations.	89390-511-15217	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No ecological information was presented during the Stage 1 consultations for the associated development sites and the baseline is still incomplete. A significant range of protected species surveys are still ongoing and it is not clear how these surveys will influence the design which is already at an advanced stage.	89427-511-1452	/			

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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 addition, the following headline observations are made: - The baseline data for the site is incomplete (surveys are still ongoing) and relies on an initial Phase 1 habitat survey undertaken outside of optimal season (March).	89427-511-2208	/			

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 1	17. Cannington South, North West & Central Search Areas In respect to CANN - A, it is noted that the Cannington Brook, a County Wildlife Site (CWS) runs through part of the Search Area. No details are given within the Report regarding what surveys will be carried out to characterise the wildlife value of CANN-A. However, as the Cannington Brook is known to support Otters, a European Protected Species (EPS), it seems advisable that a survey is conducted for this species at the very least. Kingfishers, Barn Owls and bats may also be associated with this land. CANN - B is on the edge of Putnell Moor CWS and development of this site has the potential to affect the CWS and species, such as Barn Owl, that have been recorded from the vicinity of the CWS. CANN - D is likely to support foraging bats and there appear to be veteran trees within the site that are likely to be of interest in their own right as well as offering potential to tree-roosting bat species.	87980-519-867	/			At the time of the Stage 2 consultation the programme of detailed survey work for the Cannington park and ride site was not complete and, consequently, the full results could not be incorporated in the Stage 2 consultation documentation. Since then, however, the full results of the survey programme have been incorporated into Chapter 14, Volume 6 of the Environmental Statement which has been submitted with this application for development consent and, has been updated to address consultee comments made during the consultation process in relation to potential impacts on the Cannington Brook County Wildlife Site. The chapter presents a robust baseline on which to draw conclusions in the impact assessment, including in relation to the assessment of the habitats, species, right of way users and local residents that may be affected by the development proposals. Plans in relation to restoration of the site will be detailed in the post-operational strategy and covered by obligations, both of which are appended to the Planning Statement .
Tractivity 1076	Public	Stage 2	7. Any other ideas or comments? What guarantees are there that the habitat would be restored appropriately.	9834-519-4739	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	"In respect to CANN - A, it is noted that the Cannington Brook, a County Wildlife Site (CWS) runs through part of the Search Area. No details are given within the Report regarding what surveys will be carried out to characterise the wildlife value of CANN-A. However, as the Cannington Brook is known to support Otters, a European Protected Species (EPS), it seems advisable that a survey is conducted for this species at the very least. Kingfishers, Barn Owls and bats may also be associated with this land."	89262-519-2456	/			

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	<p>The development on this site and the adjacent bypass proposals have some potential to interact.</p> <p>Commuting activity of bat populations is not sufficiently understood within the baseline to make an assessment on whether the HPC main site, the Cannington bypass and the Park & Ride would have an interaction of cumulative effect. Similarly, there is insufficient information at present to qualify the potential effects of the NG connection on these bat populations.</p>	89377-514-5567	/			<p>The local authorities raised a comment at Stage 2 in relation to interactive effects. The full results of the ecological baseline survey programme provide a robust basis on which to assess the likely impacts of the proposed development of the Cannington Park and Ride site on ecological receptors, including those that may arise from cumulative interaction with other Hinkley Point C (HPC) and non-HPC developments. In response to the comment, an updated assessment of cumulative impacts on terrestrial ecology and ornithology receptors, including bats and other UKBAP species, is included in Volume 11 of the Environmental Statement, which has been submitted with this application for development consent.</p>

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 1	17. Cannington South, North West & Central Search Areas In respect to CANN - A, it is noted that the Cannington Brook, a County Wildlife Site (CWS) runs through part of the Search Area. No details are given within the Report regarding what surveys will be carried out to characterise the wildlife value of CANN-A. However, as the Cannington Brook is known to support Otters, a European Protected Species (EPS), it seems advisable that a survey is conducted for this species at the very least. Kingfishers, Barn Owls and bats may also be associated with this land. CANN - B is on the edge of Putnell Moor CWS and development of this site has the potential to affect the CWS and species, such as Barn Owl, that have been recorded from the vicinity of the CWS. CANN - D is likely to support foraging bats and there appear to be veteran trees within the site that are likely to be of interest in their own right as well as offering potential to tree-roosting bat species.	87980-513-867	/			Respondents raised comments at Stage 2 in relation to the perceived impacts on protected species, hedgerows and farmland. At the time of the Stage 2 consultation the programme of detailed ecological survey work was still ongoing and, consequently, the full results could not be incorporated into the Stage 2 consultation documentation. Since then, however, the full results of the survey programme have been incorporated into the updated Volume 6 of the Environment Statement (ES) which has been submitted with this application for development consent. This presents a robust baseline on which to draw conclusions in the impact assessment, including in relation to the valuation of receptors that may be affected by the development proposals. The methodology for, and presentation of, the assessment of impacts has also been further developed since the Stage 2 consultation and, as the project ecologists have played an integral role in the iterative scheme design process, potential impacts on ecological receptors have been avoided through design wherever this has been achievable. An updated assessment of the impacts that may arise from cumulative interaction with other Hinkley Point C (HPC) developments and non-HPC developments on terrestrial ecology and ornithology receptors should development consent be obtained, including bats and other UK BAP species, is presented in Volume 11 of the ES .
Tractivity 1050	Dual - Consultee with an Interest in Land and Public	Stage 2	4. Any other ideas or comments? Cannot comment on impact to our village (Cannington) until numbers are known. The park and ride facility will cause congestion, noise, light and pollution. Impact on environment and wildlife.	9808-513-1692	/			
Tractivity 1141	Public	Stage 2	7. Any other ideas or comments? Damage to the land is not justified nor is, in my opinion, the entire project to build 2 reactors at Hinkley	9899-513-4211		/		
Tractivity 1145	Public	Stage 2	This again would involve the destruction of ancient hedgerows and farmland which could never be restored to its original state.	9903-513-4127	/			
Tractivity 1192	Public	Stage 2	7. Any other ideas or comments? More destruction	9950-513-3360			/	
Cannington Parish Council	Statutory Consultee	Stage 2	Otters and water voles reside in the brook, with Little Egrets and Kingfishers both residing and feeding the length of the brook as well as the normal livestock such as fish and frogs, etc. In the summertime, young children enjoy playing in the brook and the Council feels that extreme care must be taken to preserve and protect this asset as well as avoid extra flooding issues.	10221-513-5652			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
30	Comments received under the EIR from the IPC	Stage 2	<p>(Editor's note: information redacted)</p> <p>when it is not in flood is a lovely asset to the village. It is a haven for wildlife with otters, water voles, Little Egrets and Kingfishers as well as the normal livestock such as fish and frogs etc. Children enjoy playing in the brook and surrounding gardens in the summertime and very careful consideration should be given to any proposals for flood relief and retention of run-off water and pollutants to ensure that this habitat is safe for the future.</p> <p>(Editor's note: see pdf provided separately. Not entered into database - six photographs)</p>	89819-513-2374			/	

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 1	17. Cannington South, North West & Central Search Areas In respect to CANN - A, it is noted that the Cannington Brook, a County Wildlife Site (CWS) runs through part of the Search Area. No details are given within the Report regarding what surveys will be carried out to characterise the wildlife value of CANN-A. However, as the Cannington Brook is known to support Otters, a European Protected Species (EPS), it seems advisable that a survey is conducted for this species at the very least. Kingfishers, Barn Owls and bats may also be associated with this land. CANN - B is on the edge of Putnell Moor CWS and development of this site has the potential to affect the CWS and species, such as Barn Owl, that have been recorded from the vicinity of the CWS. CANN - D is likely to support foraging bats and there appear to be veteran trees within the site that are likely to be of interest in their own right as well as offering potential to tree-roosting bat species.	87980-512-867	/			Several respondents raised comments at Stage 2 in relation to methodology. At the time of the Stage 2 consultation the programme of detailed ecological survey work was still ongoing and, consequently, the full results could not be incorporated in the Stage 2 consultation documentation. The design of the scheme and the assessment of impacts at this stage were therefore presented on a precautionary basis. Since then, the full results of the survey programme have been incorporated into Volume 6 of the Environment Statement , which now presents a robust baseline on which to draw conclusions in the impact assessment, including the valuation of receptors that may be affected by the development proposals.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	However SDC have commissioned a Green Infrastructure Strategy which is still being completed. The ecological (and Landscape strategy) for the final design and also the approach to legacy issues should draw on this evolving strategy.	89377-512-1157	/			In response to comments received at Stage 2, the methodology for, and presentation of, the assessment of impacts has also been further developed. The project ecologists have played an integral role in the iterative scheme design process, and potential impacts on ecological receptors (including the Cannington Brook CWS) have been avoided through design wherever this is achievable. Where it has not been possible to avoid an ecological impact through design, then mitigation to prevent or reduce the impact is proposed.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The criteria used to define the magnitude of effects and the overall significance approach also follows best practice guidance. Overall, the assessment methodology is considered adequate once gaps in the baseline are dealt with and the value of receptors can be confirmed	89377-512-1941			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The species grouping (Labelled 'Protected Species' - which is too narrow a description) for the park and ride site is generally consistent with the valuations used for the well surveyed Development Site.	89377-512-2513			/	

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 one inconsistency is the bat assemblage valuation which on no direct survey information values the assemblage here as 'low' instead of 'medium'. Given that the bat species recorded at Hinkley were commuting as well as foraging and included species known to have large ranges (e.g. the two horseshoe bat species) a precautionary approach should be taken here. It is recognised within the assessment (see 4.10.73) construction effects could affect commuting and foraging activity. Our provisional evaluation based on the precautionary principle given the lack of survey information is that this effect could be considered Moderate Adverse before the implementation of the EMMP. It is not clear how much mitigation might be necessary on site but the broad principles outlined suggest that this effect could be reduced to Minor Adverse (not Negligible). These evaluations are also relevant for the operational phase and also the removal/re-instatement phase.	89377-512-2718	/			
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 no consideration of the impacts of increased traffic from the cumulative projects (Hinkley A-C; the Associated Developments and other local and strategic projects). Off peak traffic on rural roads will increase and this is likely to have an impact on vulnerable animal species (barn owls, amphibian species such as newts and toads, plus bats). Toads which are a UK BAP species are in decline nationally because of traffic mortality and there is no consideration of them in the current assessment even though they are recorded at the development site. The lack of surveys for the associated development means a clear picture of the distribution in the vicinity is unclear. However, they are likely to use a limited number of breeding sites which they migrate to, often across rural roads. These potential effects should be assessed, and where effects are predicted mitigation should be provided.	89377-512-6036	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The bat assemblage valuation of 'low' instead of 'medium' is inconsistent with the Hinkley assessment.	89427-512-2440	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Within each development enhanced biodiversity measures/ green infrastructure should be incorporated where practicable. Among other benefits this will enhance the environment in which the local community live in and provide a valuable resource to local residence. This is also in line with Sedgemoors Core Strategy preferred option Policy DW12 which includes the requirements for developers to protect and enhance the natural environment.	88830-515-26395	/			<p>Respondents raised comments at Stage 2 in relation to potential mitigation measures and scheme design changes. The full results of the survey programme have been incorporated into the updated Volume 6 of the Environment Assessment (ES) which presents a robust baseline on which to draw conclusions in the impact assessment and, where necessary, define mitigation measures in respect to unavoidable ecological impacts. The scheme itself, including the proposals for mitigation and legacy habitat creation, has been also updated since the earlier stages of consultation.</p> <p>In response to consultation comments at Stage 2, the proposals for legacy habitat enhancement have been designed with the objective of returning the site to high quality agricultural land post-development and therefore primarily focus on enhancing and strengthening the hedgerow network around the site (in line with both the ecological context for the site and the Sedgemoor Green Infrastructure Strategy).</p> <p>Since the Stage 2 consultation an environmental management and monitoring plan has been prepared (and included in the DCO documentation) which sets out mitigation measures.</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Proposals for the layout and design of development in the Search Area are required to demonstrate how the setting of Cannington Conservation Area would be protected or enhanced; and how the amenity and biodiversity value of Cannington Brook and the green wedge would be safeguarded;	88360-515-1533	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	<p>Terrestrial Flora and Fauna</p> <p>Cannington Brook is designated as a County Wildlife Site. Local Plan Policy CNE9 advises that where planning permission is sought for development which would damage the nature conservation value of a site, such damage should be kept to a minimum and mitigation or compensation measures provided. Developers are encouraged to make positive provision for wildlife through appropriate habitat creation/restoration and subsequent management. Further information is thus required on how the Cannington Brook will be protected / enhanced through the project.</p>	88360-515-4668	/			
Tractivity 1076	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>What guarantees are there that the habitat would be restored appropriately.</p>	9834-515-4739	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	According to the Masterplan for the Park and Ride scheme (paragraph 4.5.3) the scheme is designed "to minimise impacts on hedgerows and avoid the Cannington Brook habitat corridor." It is stated that a Badger sett will need to be relocated to facilitate the development. New hedges and a balancing pond will be created that will enhance the site for biodiversity once it is reinstated to agriculture following cessation of its use as a park and ride facility.	89262-515-3323			/	

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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 details of the EMMP should be agreed with key consultees.	89377-515-3873			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The provision of a pond tight in against the new access road - when amphibian surveys are still ongoing has the potential to build in mortality issues if the pond is colonised rapidly. A speed limit is not an effective mitigation measure and the design should incorporate measures to keep amphibians off the roadways and other hardstanding. If these design elements cannot be incorporated the location of this small balancing pond should be reconsidered.	89377-515-3938	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The landscape strategy and planting plans which will provide the ecological mitigation should be established as a firm commitment and with more detailed plans once route is confirmed and designs finalised.	89377-515-4396	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The legacy strategy and the ecological element of this does not address the wider context of the proposed site. The final confirmation of site design and legacy issues should take into account the ecological context and reference the evolving Green Infrastructure Strategy. It is appropriate to build in ecological benefit arising from retained habitat and other mitigation/enhancement. Currently, the overall effect of the site is a Minor Benefit but could be increased with just a few modifications and additions.	89377-515-5019	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89427-515-1770			/	

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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	- Mitigation should be provided as a firm commitment once sites baseline is completed.	89427-515-2550	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- The landscape and ecological plans should aim to maintain and enhance the local environment, using the local ecological (green infrastructure) context. - At present there is little evidence of legacy elements being incorporated into the design process.	89427-515-2640	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- The facility has also been designed to fit within the boundary of an existing field, potentially helping to reduce the loss of hedgerows. This would assist in protecting biodiversity and the landscape setting and provide some screening, responding to Local Plan policies HE4 and CNE9, and emerging Core Strategy policies D14 and D16. - Spoil storage has been redistributed to provide an embankment along the western side and northern tip of the site, which could assist in reducing disturbance to the Cannington Brook County Wildlife Site in line with Local Plan policy CNE9 and emerging Core Strategy policy D14. - The Proposed Changes indicate additional hedgerow planting and more substantial planting along the field boundary with residential properties on Oaktree Way and Brownings Road. This could have benefits in terms of providing habitat for wildlife and protecting residential amenity (Local Plan policy CNE9 and emerging Core Strategy policies D14 and D16). For landscape planting to have immediate screening benefits, a commitment to the provision of semi-mature specimens will be sought.	89893-515-639			/	

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 legacy elements for the associated development are still to be finalised but appear at present to provide little 'legacy' beyond a few ponds and hedgerow planting. Other aspects are mitigation not legacy. Reference to the evolving Green Infrastructure Strategy would provide a clearer indication of what could be achieved.	89427-516-1878	/			<p>In response to consultee comments at Stage 2, the proposals for legacy habitat enhancement have been progressed and have been designed with the objective to return the site to high quality agricultural land post-development. These proposals involve enhancing and strengthening the hedgerow network around the site, in line with the local ecological context and the Sedgemoor Green Infrastructure Strategy.</p> <p>Proposals for monitoring the impacts of the proposed development are set out in the environmental management and monitoring plan which is included in the DCO submission.</p>

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	Any commitment to monitoring has not been incorporated into the assessment. Our evaluation is that unless significant interest is encountered during the summer 2010 surveys that no monitoring is required for this site beyond water quality monitoring during the construction and removal phases. However, the bat assemblage may require monitoring depending on the survey results to ensure that the boundary habitats are used during the operational phase.	89377-517-6964	/			<p>Comments from the local authorities raised issues at Stage 2 in relation to monitoring and survey information.</p> <p>At the time of the Stage 2 consultation the programme of detailed ecological survey work was still ongoing and, consequently, the full results could not be incorporated into the Stage 2 consultation documentation. Since then however, the full results of the survey programme have been incorporated into the Environment Statement (ES) in Volume 6. This presents a robust baseline on which to draw conclusions in the impact assessment, including proposals for monitoring the impacts of the proposed development.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Depending on design for balancing ponds, amphibian monitoring during migration to and from ponds may be required to assess mortality effects.	89377-517-7420			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Fig 3.10.1, Phase 1 Habitat Survey does not provide the specific detail required by BS5837.2005.	89246-652-8186	/			

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Evidence should be provided as to why this scale of development is required. As part of this evidence base further clarification of the Cannington park and ride proposals should be provided, in terms of who it will be used by, likely traffic benefits and the impact on the wider road network.	87940-448-742			/	<p>Consultees expressed concerns about the coverage of the baseline analysis.</p> <p>It was agreed with the Highways Agency; Somerset County Council; Sedgmoor District Council; and West Somerset District Council, that the appropriate tool to use to assess the traffic impact of the HPC Project is a Paramics microsimulation model. This model simulates the movement of traffic on a network and gives an indication of journey times, queues at junctions etc.</p>
Cannington Parish Council	Statutory Consultee	Stage 1	There will always be commuters and heavy goods vehicles who will try to cut through the village as a short cut.	8746-448-5304			/	<p>The Paramics Base Model was calibrated utilising extensive traffic surveys within the study area and was validated against criteria set out by the Department for Transport. The Local Model Validation Report (LMVR) was submitted to the authorities for review in March 2011 and approved by them in April 2011. The Base Model was assessed as being fit for purpose.</p>
Tractivity 1159	Public	Stage 2	<p>1. What are your views on the proposed arrangement and landscaping of the Hinkley Point C site?</p> <p>Box ticked: Unsatisfactory</p> <p>1. Any other ideas or comments?</p> <p>an inappropriate site for such a large project.</p> <p>2. We have reduced the amount of land to be used during construction in the southern part of the site in response to concerns from local residents. What are your views on this proposal?</p> <p>Box ticked: Unsatisfactory</p> <p>2. Any other ideas or comments?</p> <p>it is still completely inappropriate and large and invasive to the local community.</p> <p>3. In order to speed up the process of building the new power station, and enable us to finish work earlier, we intend to apply this summer to undertake preliminary works to prepare the main site and build a temporary jetty for the delivery of bulk materials. If permission for the power station is not obtained, we will be required to reinstate this land.</p> <p>What are your views on our plans for Preliminary Works?</p> <p>Box ticked: Unsatisfactory</p> <p>3. Any other ideas or comments?</p>	9917-448-0		/	<p>The Transport – Transport Assessment – Existing Conditions (Baseline) topic response provides further detail on the baseline analysis undertaken.</p> <p>Consultees also raised concerns about the existing highway safety.</p> <p>Personal injury accident (PIA) analysis was undertaken for the vicinity of the Stage 2 preferred location as part of the Transport Appraisal. This analysis indicated that there were no inherent safety issues on the sections of highway reviewed.</p> <p>The PIA analysis was updated for the DCO application, as detailed within the Transport Assessment, to include a five and a half year period from January 2005 to June 2010.</p> <p>The analysis considered sections of highway which would form part of the P&R bus routes through Cannington, both prior to and post Cannington bypass completion. The section of the A39 between Cannington High Street and Main Road was assessed as part of the link based review (excluding junctions), and the accident conditions were found to be slightly above the national average. The section of C182 Rodway Road assessed was found to be below average. Cannington formed part of the rural accident cluster study area but no incident clusters (seven or more incidents) were found within the vicinity of the village. This additional analysis demonstrates that the</p>	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			there should be no preliminary works.					<p>study area as a whole continues to be without inherent safety issues.</p> <p>The Transport - Transport Assessment - Highway Safety topic response provides further detail on the highway safety analysis undertaken.</p>
Tractivity 1167	Public	Stage 2	7. Any other ideas or comments? Donmt know these areas sufficiently to comment. Where does traffic travel from to use the park and ride. In summer with holiday traffic and farm traffic the flow of traffic on the road can be slow.	9925-448-4067			/	
Tractivity 1196	Public	Stage 2	7. Any other ideas or comments? Any park and ride facility has to have access for a large number of vehicles to enter quickly and then exits for numerous buses en route to hinkley. These movements will have to merge into already very congested traffic in the area around Cannington. The A39 has great difficulty coping on a normal summers day when one combine harvester can really snarl everything up.	9954-448-5025		/		
Tractivity 1283	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Cannington was not made for heavy lorries travelling through the village. A39 bottleneck most days as it is now.	89549-448-657			/	
Tractivity 295	Public	Stage 1	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	8983-448-3042	/			
Tractivity 338	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? [NB. 7b: selected location B and C] There is nothing to park and ride to! But especially at the Cannington site.	9026-448-2643			/	
Tractivity 433	Public	Stage 1	4. Any other ideas or comments? As a resident living in the centre of the proposed CAN B area (Personal	9353-448-	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>details removed) on the plans the following relate to both CAN B and the immediate area.</p> <p>Transport “ Park and Ride/Frieght Centres should be before Cannington and at sites that reduce the traffic through Bridgwater as well as the approach to Cannington.</p> <p>Neither CAN A or CAN B sites take into account the A39 from Bridgwater to Cannington and the road design with two hazardous corners that have led to accidents in the past. One accident last year closed the road most of the day and into the evening causing gridlock in the area. More traffic along this road will lead to more chances of similar incidences occurring.</p> <p>Could the Transport consolidation facilities for both people and freight be before Cannington on the straight part of the A39 taking out the hazardous corners at the same time?</p> <p>The CAN B developmen area in particular seems to be</p>	1129				
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 no comprehensive network data or peak hour data has been provided In addition there is a concern that no information has been provided for the 2012 (preliminary works) or 2020 (operational phase) stages.	89374-448-1884	/			
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 on the exact numbers of workers who will use the accommodation campuses. Given this uncertainty it is difficult to be precise on the traffic impacts associated with the construction workforce.	89374-448-6074			/	
34	Comments received under the EIR from the IPC	Stage 2	Would they have known and built into their equation the slow moving tractors travelling to/from the Granary to Cannington July through to October, 7 days a week from early am to late pm? Do they understand that our holiday visitors do not just use the A39 during the summer months but also during the winter?	89823-448-1323		/		
Tractivity 1105	Public	Stage 2	The local highway network is already at capacity and struggles to	9863-22-		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>cope during the holiday season, as well as the town of Bridgwater grinding to a halt every time there is a problem on the M5 this makes your strategy very dubious.</p> <p>It is a well known fact that building new roads increases the volume of traffic on the roads, therefore it's extremely unsustainable to build any new transport infrastructure to service just the construction phase of one single development project as in the long run this will lead to an increase in traffic related problems. That new transport infrastructure would be necessary just to facilitate the construction of this development is also an indicator of the huge scale of this development which again there is much evidence globally to indicate that macro-energy projects are environmentally and socially damaging regardless of the nature of the development. Your statement about the roads being affec</p>	4683				

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	The Agency supports the principle of locating hostel accommodation at Cannington provided that there is sufficient public transport in place to reduce the number of vehicular trips to and from the Hinkley Point site. Any proposals will need to be accompanied by a travel plan and transport assessment either as part of the overall proposals or for each individual element.	88880-456-11229	/			
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);	88890-456-26068	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Although no modelling evidence has been made available, it would seem logical that the Cannington P&R would not resolve traffic impacts other than very localised junctions in Cannington. Evidence should be provided as to why this is 'required' (Table 4.4). Further clarification of the Cannington P&R proposals should be provided, in terms of who it will be used by, likely traffic benefits and the impact on the wider road network (4.3.1).	88000-456-3595	/			
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.	88190-456-3520	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 690	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>Traffic calming in Cannington is a MUST.</p> <p>I find that speed bumps cause a noise nuisance especially at night time and are always covered with scrape marks showing that they damage some cars.</p> <p>Chicanes are much better and, if carefully sited, could also allow some limited parking adjacent to village shops.</p> <p>An overall 20mph speed limit in the Cannington built-up area would also please the school which has been after this safety feature for years.</p>	9450-456-7324		/		
Tractivity 693	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>Proposals are generally fine.</p> <p>I would be very keen to see a ban on all site traffic through Cannington village by use of traffic calming and other measures as appropriate.</p>	9453-456-5921			/	
Tractivity 784	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>no park and ride</p>	9542-456-3788			/	
Tractivity 800	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>speak to local residents for their views</p>	9558-456-3596			/	
Tractivity 836	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>As long as it is used.</p>	9594-456-3751			/	
Tractivity 912	Public	Stage 2	<p>7. Any other ideas or comments?</p> <p>Very good</p>	9670-456-3052			/	

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	7. Any other ideas or comments? I understand that this is no longer the case?	9692-456-3895			/	
Tractivity 935	Public	Stage 2	7. Any other ideas or comments? This is now out of date info I understand	9693-456-4188			/	
Tractivity 943	Public	Stage 2	6. Any other ideas or comments? See above. Cannington would need traffic calming/weight restriction measures to stop traffic using the village as a shortcut.	9701-456-2795	/			
Tractivity 956	Public	Stage 2	6. Any other ideas or comments? Should be from Dunball	9714-456-2568			/	
Tractivity 1013	Public	Stage 2	7. Any other ideas or comments? This seems absolutely pointless, the only people it is benefitting is Hinkley Point. There should be enough space within the Innovia site to accomodate over 3000 cars, this would elliminate the need for the OUT OF CANNINGTON Park and Ride, it cannot be described as being in Cannington! A cycle route should also be considered for workers as well.	9771-456-4538		/		
Tractivity 1052	Public	Stage 2	7. Any other ideas or comments? Provided use is enforced with workers	9810-456-3471			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1074	Public	Stage 2	7. Any other ideas or comments? very sensible	9832-456-3240			/	
Tractivity 1089	Public	Stage 2	7. Any other ideas or comments? I do not think this will work in practice.	9847-456-3861			/	
Tractivity 1098	Public	Stage 2	7. Any other ideas or comments? As long as their use is compulsory	9856-456-3440			/	
Tractivity 1111	Public	Stage 2	7. Any other ideas or comments? logical if combined with the above bypasses	9869-456-3781			/	
Tractivity 1118	Public	Stage 2	5. Any other ideas or comments? I AM EXTREMELY CONCERNED ABOUT THESE PROPOSALS & ESPECIALLY THE EFFECT ON COMBWICH & CANNINGTON	9876-456-2275			/	
Tractivity 1126	Public	Stage 2	7. Any other ideas or comments? The local population do not want these buses travelling through the villages and lanes.	9884-456-3739		/		
Tractivity 1132	Public	Stage 2	5. Any other ideas or comments? I do not think a park and ride facility is appropriate for Cannington as it is a small, rural village.	9890-456-2101		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1133	Public	Stage 2	7. Any other ideas or comments? they are already most of the way on their journeys by the time they get to Cannington. Surley sites close to motorway/main junctions would reduce traffic. Development of such sites should not be rural areas, but in area already industrialised	9891-456-3242		/		
Tractivity 1136	Public	Stage 2	7. Any other ideas or comments? Park & ride in Cannington is too big. It should be smaller and to serve only workers from the Cannington area to get buses to the site. All workers from outside the Cannington area should use the other park and rides.	9894-456-3858	/			
Tractivity 1137	Public	Stage 2	7. Any other ideas or comments? Greenfield site	9895-456-3287			/	
Tractivity 1153	Public	Stage 2	7. Any other ideas or comments? Satisfactory IF workers use the buses. I believe they should be given incentives/contracted into doing so.	9911-456-4719		/		
Tractivity 1156	Public	Stage 2	7. Any other ideas or comments? While we appreciate that there needs to be a means to minimise the impact of traffic on Cannington, we do not feel that the travel plan is robust enough to discourage the needless use of car transport to the Cannington site from the west or east. We feel that further steps are needed to reduce the potentially considerable impact of traffic and traffic noise on the Quantock AONB and local villages.	9914-456-4149			/	
Tractivity 1163	Public	Stage 2	7. Any other ideas or comments? I do not agree that the park and ride facility needs to be so big. The land and road near to the roundabout often floods this will prevent the cars from leaving the village. I hope that the drainage you put to counteract this will not make flooding elsewhere in the village worse.	9921-456-4190	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1167	Public	Stage 2	7. Any other ideas or comments? Donmt know these areas sufficiently to comment. Where does traffic travel from to use the park and ride. In summer with holiday traffic and farm traffic the flow of traffic on the road can be slow.	9925-456-4067			/	
Tractivity 1189	Public	Stage 2	7. Any other ideas or comments? Sounds very fair	9947-456-3257			/	
Tractivity 1210	Public	Stage 2	7. Any other ideas or comments? Flamenville proves this doesn?t work	9968-456-3274			/	
Tractivity 1217	Public	Stage 2	7. Any other ideas or comments? Unless measures are taken to allow traffic from Shurton, Stogursey, Wick and other hamlets to get onto the Hinkley Road, eg roundabout, traffic signals etc egress will be almost impossible for local residents.	9975-456-3904			/	
Tractivity 1218	Public	Stage 2	7. Any other ideas or comments? Good idea provided the workers are encouraged to use it, and there is no way they can drive themselves and park, thus the car park and the land it has taken wasted.	9976-456-4590		/		
Tractivity 1220	Public	Stage 2	7. Any other ideas or comments? Superfluous questions really â?? in the face of issues such as on site storage, safety issues, EDF financial viability.	9978-456-4819			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 269	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>This would hugely impact on the village of Comwich not Cannington. Park and ride not necessary in Cannington. Q7d all boxes ticked.</p>	8958-456-2806			/	
Tractivity 370	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>We feel Park & Ride facilities around the villages of Comwich & Cannington are not acceptable</p>	9057-456-936			/	
Tractivity 433	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>As a resident living in the centre of the proposed CAN B area. (Personal details removed) the following relate to both CAN B and the immediate area.</p> <p>Transport " Park and Ride/Frieght Centres should be before Cannington and at sites that reduce the traffic through Bridgwater as well as the approach to Cannington.</p> <p>Neither CAN A or CAN B sites take into account the A39 from Bridgwater to Cannington and the road design with two hazardous corners that have led to accidents in the past. One accident last year closed the road most of the day and into the evening causing gridlock in the area. More traffic along this road will lead to more chances of similar incidences occurring.</p> <p>Could the Transport consolidation facilities for both people and freight be before Cannington on the straight part of the A39 taking out the hazardous corners at the same time?</p> <p>The CAN B developmen area in particular seems to be</p>	9353-456-1129	/			
Tractivity 513	Public	Stage 1	<p>8. What do you think of our proposals for the use of Comwich Wharf?</p> <p>Questions 7(a) - The recipient wrote "We do not want park and ride in Cannington" next to answer options.</p> <p>Question 8(a) - The recipient wrote "None in or around Cannington" next to options.</p>	9185-456-3495			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 604	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>When construction is complete and the workers have departed, who will use the park and ride into Bridgwater and/or Cannington.</p>	9270-456-3439			/	
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	<p>ii) What exactly is involved for our area and which fields? What access would be required for:</p> <p>-a- Quarry infill?</p> <p>Possibly access from further north near grain depot with use of conveyors to deliver spoil to quarry.</p> <p>-b- Park and Ride</p> <p>-c- Freight</p>	9369-456-4659			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50878	Public	Stage 1	<p>Question 8 Freight handling facilities</p> <p>I am not competent to express an opinion on the need for these: it does seem rather doubtful. If there is a need, then one or other of the two Bridgwater sites should no doubt be used, but I do not feel able to judge between them.</p> <p>I really see no merit in having a facility in Cannington at all:</p> <p>The shorter document says that the purpose of freight handling facilities is to "intercept mainly light goods vehicles travelling to the site and transfer loads to large goods vehicles for delivery outside peak hours".</p> <p>On that basis, what would be the purpose of a Cannington intercept? If the light vehicles are coming from the Bridgwater direction, then clearly they should be intercepted at one of the Bridgwater sites - and if there are too many of them for one site, then both sites should be used. Very few vehicles will be coming from the other direction, and surely it would not be worthwhile to construct a freight handling facility just for them.</p> <p>The questionnaire puts forward two alternative sites for a facility at Cannington. Although I would reject them both, I must now express a preference between them. I come down unhesitatingly in favour of CAN-A and against CAN-B. If it is desirable to intercept light vehicles at Cannington, then it must be desirable to do it earlier in their journey rather than later, and certainly before they have to drive round the new bypass. The reasons which I have given, in relation to park and ride, for preferring CAN-A to CAN-B apply largely here as well.</p> <p>As regards the facility for handling freight brought in by sea, the shorter document says that "two possible locations have been identified - one near Cannington and one in Comwich". The questionnaire, however, puts forward only one site, at Comwich Wharf. It would seem self-evidently better that such a site should be at the wharf rather than at Cannington, but I think it is for local residents to say whether the proposal is acceptable to them.</p>	9393-456-9216	/			
Tractivity 62358	Public	Stage 2	We also believe that no work should be commenced by E.D.F. until planning approval has been obtained.	10033-456-1719		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Stogursey Parish Council	Statutory Consultee	Stage 2	[7.3.41] States that the off-site developments will only be complete by 2016, five entire years after the project has started. This is simply not acceptable. In common with other major developments such as T5 and the Olympic Site, all infrastructure works planned which will affect any traffic movements to the site must be complete before main construction starts. Will EDF reconsider their programme to ensure the infrastructure is complete before main construction starts?	89292-456-5386		/		

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	<p>Authorities' Comments May 2010:</p> <p>How sites for associated development have been selected and what criteria and techniques have been used to select sites. The local authorities would expect a robust site selection study to be made available that demonstrates why some sites have been rejected and why other sites have been taken forward.</p> <p>Updated View September 2010:</p> <p>Details of the site selection process are presented in Volume 3 of the Environmental Appraisal in the following chapters:</p> <p>Accommodation campuses.</p> <p>Cannington by-pass</p> <p>Cannington Park and Ride</p> <p>Combwich Wharf Refurbishment and Freight Logistics/Storage facility</p> <p>Junction 23 Park and Ride and Freight Logistics facility</p> <p>Junction 24 Park and Ride and Freight Logistics facility</p> <p>Williton Park and Ride</p> <p>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.</p> <p>In addition the authorities understood that EDF Energy's assessment of bypass options would generally be in accordance with government guidance as set out in NATA. A NATA assessment has not been carried out and this type of assessment is required to test the need for and identify a preferred route option for bypasses for Bridgwater and Cannington.</p>	89324-456-1062	/			

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	<p>Authorities' Comments May 2010:</p> <p>Justification of the overall transport strategy. To be supported by findings from the transport modelling and a draft of the transport assessment that has informed the approach to the identification of associated development sites and the proposals for supporting infrastructure, such as park and ride sites and by-pass proposals.</p> <p>Updated View September 2010:</p> <p>There is no justification of the overall transport strategy and its impact on the motorway junctions, Bridgwater and Cannington</p>	89324-456-3780	/			
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 understood that EDF's assessment of bypasses would generally be in accordance with government guidance as set out in NATA. A NATA assessment has not been carried out and is required to test the need for bypasses at Bridgwater and Cannington and to assess their performance against alternatives through the town centre. We disagree with the justification provided by EDF on why a Bridgwater bypass cannot be provided to mitigate traffic impacts. If as a result of a re-assessment of a Bridgwater bypass it is concluded that the bypass is needed then this should be identified as an obligation.	89420-456-14943	/			
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 need for the Cannington and Bridgwater Northern Bypasses is totally inadequate.	89425-456-1675	/			

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.	88860-451-18194	/			<p>Consultees requested an assessment of the cumulative impacts of non-HPC developments and the HPC Project.</p> <p>'Reference Case' (future year base) traffic models were utilised to establish the future year performance of the highway network, thereby allowing the impact of 'with-development' scenarios to be assessed.</p> <p>The Reference Case models assumed traffic flows from committed developments and committed highway improvements. The derivation of the 2013, 2016 and 2021 Reference case models is described in the Forecasting Report appended to the Transport Assessment.</p> <p>The with-development transport models contain the traffic generated by the various stages of construction of the HPC site and associated development as detailed in the DCO programme. This has enabled a full assessment of the cumulative effects of the HPC Project.</p> <p>The Transport - Transport Strategy – Cumulative Impacts topic response provides further detail on the analysis undertaken.</p>
Tractivity 884	Public	Stage 2	7. Any other ideas or comments? There is already difficulty during the rush hour in driving from Main Rd Cannington on to the southern roundabout, and the proposed park and ride will greatly increase the number of vehicles	9642-451-3025		/		
Tractivity 62325	Public	Stage 2	You (EdF) are now proposing to spend up to two years - with or without a Bypass - doing preliminary build without any regard to the health or safety to Cannington Residents; and a further 6+ years on the main buildings. All this on roads which have been almost unchanged for 100 years - but with vastly increased traffic.	10009-451-456			/	
Tractivity 62582	Public	Stage 2	No thought has been given to the current needs of the local people who exercise horses on the roads, farmers who need to drive their tractors in order to make their living, local people who have to go to work and residents who currently enjoy walking on our lanes with their children and dogs.	10133-451-5398			/	
Cannington Parish Council	Statutory Consultee	Stage 2	EDF are proposing to construct the Jetty at Hinkley Point, the Wharf at Combwich, the Park and Ride scheme at Cannington as well as the by-pass at the same time. This would mean an increase in traffic, much of it heavy, going through Cannington. Needless to say this would be most unacceptable in a rural village such as Cannington.	10221-451-8653			/	
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- Access to the main College car park, Animal Management Centre, Equestrian Centre, 14-16 Centre, Countryside Management Centre, and Golf Club is by means of the track on the brow of Rodway Hill (2). Visibility at this point is already poor. The significant increase in traffic activity will exacerbate an already hazardous point of access.	89436-451-4642			/	
Landowner - Bridgwater College	Consultee with an Interest in Land	Stage 2	- Sight lines for entry into and out of the main site at the base of Rodway Hill(4) are poor, and frequently obscured by parked cars belonging to residents in the houses abutting the College. There is already often a delay in exiting from the site because of the volume of traffic on the road. This will be considerably exacerbated during the construction phase. The increasing intensity of traffic on Rodway Hill will also make this a far greater safety hazard than is currently the case.	89436-451-5505			/	

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	Cumulative impacts of other developments are addressed, albeit on the basis of the incorrect 24 hour assessment period.	89374-451-6798			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	20.5.2 Transport The overall transport strategy is to minimise movements by car to the main site. Cannington Park and Ride Site is intended to serve workers in western Bridgwater and the rural areas between Bridgwater and Williton. However, during the preliminary works this strategy will not apply and most or all of the preliminary works construction traffic, materials and workers, will pass through Cannington. The site will not be used in the operational stage.	89426-451-15325		/		
14	Comments received under the EIR from the IPC	Stage 2	Both the Bypass and park & ride facility will enormously increase the congestion on the dangerous A39	89803-451-602			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 212	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf? The above maps for Cannington show incorrect coordinates ie map on left should be South of village adjacent to the A39 and vice vers	8917-455-3862	/			<p>Consultees' concerns raised under this heading related to specific transport issues which are addressed under the appropriate topic headings within the Cannington theme.</p> <p>The full set of documents, including detailed designs, will be provided as part of the DCO application.</p> <p>The Transport - Other - Graphical Material topic response addresses consultee comments raised about wider graphical material issues in relation to transport.</p>

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	Stage 1	We feel most strongly that areas at Cannington and Bridgwater for freight consolidation, park and ride and accommodation would make the already serious traffic problems on the NDR, A38 and A39 at Bridgwater into potential gridlock situations at peak times.	8716-450-322	/			<p>Consultees expressed concerns about the safe and efficient operation of the highway network, and the impacts that the proposed development site would have upon the surrounding area, particularly during peak hours.</p>
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	Concerned about impact on Cannington	88900-450-10717			/	<p>The park and ride sites have been developed to intercept construction workers that might otherwise be travelling to site, and minimise the impact of HPC traffic on the local highway network.</p> <p>At Stage 2 consultation the environmental effects of the traffic associated with the HPC Project were assessed as part of the Environmental Appraisal, based upon the findings of the Transport Appraisal.</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	It is not clear from the Consultation Report how a 900 space park and ride facility, workers accommodation and a freight consolidation facility would resolve traffic impacts other than those which are very localised in Cannington.	87940-450-511	/			<p>Following on from this the environmental effects were re-assessed as part of the Environmental Statement based on the updated traffic analysis contained within the Transport Assessment. The result of this analysis is detailed within the Cannington P&R Environmental Statement.</p> <p>The Transport – Transport Assessment – Impact Assessment topic response provides further detail on the impact assessment work undertaken.</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.27. SCC has concerns about the scale of the Cannington P&R (900 spaces) in such a rural location.	88000-450-3495	/			<p>Consultees expressed concerns about the size of the proposed development and requested further information with regards to the expected demand.</p> <p>The principles of 'gravity modelling' were used to analyse the construction workforce to provide an estimated distribution of the workers within the identified catchment area. The size of the Cannington park and ride facility and parking provision was determined by reference to the gravity model, the size of the peak workforce and the number of workers who would travel to the site by other means, such as a direct bus. A margin of error was included to take account of uncertainties in assumptions, and the sizing of some of the park and ride sites also reflects "force majeure" considerations should one of the park and ride facilities be temporarily unavailable.</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.34. CAN-C and CAN-D Search Areas (Figure 4.7 and 4.8) - Due to their location, the traffic impact will be more local to Cannington and its residents. Sustainable transport measures should be provided, including measures to encourage public transport use, cycling and walking.	88010-450-838			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Cannington Parish Council	Statutory Consultee	Stage 1	Car parking at the college has been a problem for some time and is constantly being discussed in the Councils yearly liaison meetings between the Council and the college. By adding more cars in the centre of the village would only help to make the problem even worse.	8746-450-6342			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The proposed land uses would be located away from residential properties in an area, thereby reducing disturbance to residents; - The area has good potential to provide a combined road and water-borne freight consolidation facility, given the proximity to Comwich Wharf and Hinkley Point C site.	88380-450-266			/	
Cannington Women's Institute	Non-Statutory Consultee	Stage 1	This not only means much more traffic movement on an already overloaded and dangerous A39 from Bridgwater to Cannington, but an increase in road danger to school children, noise and exhaust pollution to the villagers.	8765-450-1688			/	
RAC Foundation	Non-Statutory Consultee	Stage 1	the access constructed to the Cannington South Search area (CAN-A), if that is chosen, should not adversely affect the flow of through traffic on the by-pass.	8776-450-5935	/			
Tractivity 695	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 problems with the construction of Hinkley C. Most concerns are over the local impact on the residents of Cannington. No mention as been made as to the current workforce and how they will conform to new transport proposals. Will they continue as at present with their total disregard for the village???	9455-450-6077			/	
Tractivity 701	Public	Stage 2	7. Any other ideas or comments? Park & Ride still a major concern for nearby residents, it is far too large for a village, as is the risk of flooding, noise penetration, pollution and lighting annoyance. Nothing has been shown that will stop the noise/lighting annoyance. As for the flooding I do not think that adequate provision is provided for extremes of weather. It will solve traffic problems on the dangerous A39.	9461-450-4096	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 701	Public	Stage 2	11. Any other ideas or comments? The same comments as No 10. Consider the amount of heavy construction traffic which will use the A39 and then travel DIRECTLY through the centre of the village where pedestrians will be walking to the local shops, surgery and school. It would be an extremely dangerous exercise to undertake. No traffic calming measures could be put in place until all this large machinery is moved. The noise would be intolerable for residents living alongside the village road.	9461-450-7860			/	
Tractivity 746	Public	Stage 2	7. Any other ideas or comments? Feel sorry for Cannington but any limitation of traffic Cannington - Hinkley a good idea.	9504-450-6067			/	
Tractivity 803	Public	Stage 2	7. Any other ideas or comments? they might just as well come direct to site	9561-450-3477			/	
Tractivity 884	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 general comment the proposals under stage 2 are a great improvement on the previous proposals as far as Cannington is concerned. Nevertheless, there is bound to be a considerable increase in traffic coming through the village with the inevitable increase in speeding.	9642-450-6246			/	
Tractivity 885	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below EDF's response to the Stage 1 Consultation has addressed many of the issues raised. As a resident of Cannington there is a continuing concern over traffic volume and timings on the A39 and through the village itself but, having attended the exhibition at the college on 10 July, I understand that EDF intends to continually monitor and police these issues.	9643-450-5738			/	
Tractivity 886	Public	Stage 2	5. Any other ideas or comments? They still have to come through Cannington and will destroy a school	9644-450-2254			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 886	Public	Stage 2	7. Any other ideas or comments? You will still have some 60-70 coaches per day taking people back and forth plus lorries. What about emergency vehicles fire, police, ambulance.	9644-450-3537			/	
Tractivity 886	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I stood in Angle place on Fri 16th July where there was 6-8 people from EDF and only after 20 mins did any one ask me if they could help, they were too busy talking about what they were doing tonight. Underground from Holburn. And your so called (Personal details removed) could not answer any question about how extra traffic could be managed.	9644-450-6598			/	
Tractivity 937	Public	Stage 2	7. Any other ideas or comments? The A39 is already a busy congested road, to bring more traffic to it is a nightmare. (Personal details removed) will be blighted for years.	9695-450-4640			/	
Tractivity 940	Public	Stage 2	7. Any other ideas or comments? I feel it would make the small village of Cannington very congested. It is a very pretty village at the moment with various attractions (called Gardens, Golf Course, etc). I am sure it would deter visitors from coming to the area.	9698-450-4189			/	
Tractivity 945	Public	Stage 2	7. Any other ideas or comments? See question 2 - but how many will use the park and ride? It is more convenient to use ones own transport - whatever the environmental issues.	9703-450-3396		/		
Tractivity 986	Public	Stage 2	7. Any other ideas or comments? Just one large park and ride should be provided at Cannington. C182 should be improved so buses can use it safely. No traffic should go through Bridgwater - it is already very congested.	9744-450-5338		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1001	Public	Stage 2	7. Any other ideas or comments? Route from Cannington to the site not suitable for frequent buses (and lorries)	9759-450-3448			/	
Tractivity 1006	Public	Stage 2	7. Any other ideas or comments? The facility at Cannington will probably add another 360 vehicles to the A39 between Cannington and Bridgwater.	9764-450-3657	/			
Tractivity 1027	Public	Stage 2	7. Any other ideas or comments? Your version of temporary is about 10 years, this would be the best part of the rest of some of our residents lives - woken up at the crack of dawn for 10 years and then buses running until midnight.	9785-450-3537			/	
Tractivity 1033	Public	Stage 2	Unsatisfactory because the provision of traffic through Cannington during this period will be totally unacceptable. Acceptable traffic infrastructure must be completed first.	9791-450-1274		/		
Tractivity 1063	Public	Stage 2	7. Any other ideas or comments? The A39 cannot cope with extra traffic, even as far as Cannington.	9821-450-4020			/	
Tractivity 1069	Public	Stage 2	7. Any other ideas or comments? tHIS WILL STILL CAUSE CONGESTION ON THE A39 Light and noise pollution is unacceptable in Cannington.	9827-450-3963			/	
Tractivity 1070	Public	Stage 2	Any additional traffic in the Cannington area will be detrimental to village life, with noise and pollution becoming unbearable.	9828-450-3461			/	
Tractivity 1070	Public	Stage 2	Teh intention to provide a Park & Ride facility at Cannington is totally unacceptable for many reasons, but in particular the increase in road traffic from Bridgwater to Cannington.	9828-450-4150			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1080	Public	Stage 2	7. Any other ideas or comments? this will mean more individual transport going through the town especially ay 1500 shift change which will increase dangers to children leaving school at that time too	9838-450-3840			/	
Tractivity 1083	Public	Stage 2	7. Any other ideas or comments? This will only mean a build up of traffic to get to park and ride. The A39 between Bridgwater and getting to the park and ride is often at a standstill	9841-450-4321		/		
Tractivity 1133	Public	Stage 2	7. Any other ideas or comments? they are already most of the way on their journeys by the time they get to cannington. surley sites close to motorway/main junctions would reduce traffic. development of such sites should not be rural areas, but in area already industrialised	9891-450-3242		/		
Tractivity 1142	Public	Stage 2	6. Any other ideas or comments? This is the route of cheapness. The route chosen impacts on just as many properties as the eastern route. Asking drivers to use the exisitng by pass then come back on themselves to use the new road may not happen. The route has a direct impact on my property as we live at the eastern end of the route. There is inadequate screening proposed for this end of the route for those of us living on the northern side of the road. The access to Cannington for us is made unsafe by this road cutting across the lane to the village without any crossing points and the added traffic from the new roundabout to Combwich which passes by our lane end. We do not want the lane cut off by the bypass for cyclists or walkers as this has large recreational use into further footpaths and lane network. Kids are picked up from Rodway farm to get to Haygrove school. We need safe crossing of the exisitng road. these points were made at the recent meeting	9900-450-3097			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1193	Public	Stage 2	7. Any other ideas or comments? This will cause havoc to all people using the A39 from B/W to Cannington. It will then also have a detrimental effect on tourism for the rest of West Somerset.	9951-450-3424			/	
Tractivity 1242	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Do not go far enough. See comments in answer to previous question. All traffic, goods and materials from Cannington and Comwich along C182 will impact greatly on egress and access to Stockland Bristol.	89508-450-792			/	
Tractivity 1264	Public	Stage 2 Update	i dont want to live here with all the traffic we can look forward to! Will my property be worth more or less??	89530-450-166			/	
Tractivity 1276	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Inadequate, especially regarding Cannington, A39, etc	89542-450-458			/	
Tractivity 1283	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Cannington was not made for heavy lorries travelling through the village. A39 bottleneck most days as it is now.	89549-450-657			/	
Tractivity 1284	Public	Stage 2 Update	Q4 Do you have any comments on our working hours proposals? Concern RE Cannington with shift early and late times. Staff will disemble after midnight at Cannington, also will be arriving between 5 - 5.30 Am at Cannington.	89550-450-478			/	
Tractivity 1284	Public	Stage 2 Update	Cannington will not cope.	89550-450-883			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1296	Public	Stage 2 Update	3. unacceptable proposals for the use of Cannington Village for HGV's	89562-450-2123			/	
Tractivity 1314	Public	Stage 2 Update	Still insufficient information with regard to local traffic proposals with regard to Cannington through Combwich to Hinkley Point itself.	89580-450-921			/	
Tractivity 1327	Public	Stage 2 Update	Major concern is still the increase in traffic through my village of Cannington. On Friday 25 March four Hansen HGV's followed each other through the High Street at around 1.00pm in the afternoon. That I would suggest is only the beginning.	89593-450-1503			/	
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.	8905-450-947	/			
Tractivity 189	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is miles away and isn't the easiest place to get to, obviously the people who decided it was have never been there. As I've said before the road to Cannington is a Red route and I feel the extra traffic could cause more accidents. A better route would be from Dunball which avoids Bridgwater and the dangerous Cannington road.	8905-450-2795		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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	8954-450-1296			/	
Tractivity 269	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 was at junior school in Cannington when the first power station was built and now live in Combwich, so this has been part of my life, my first jon was at Hinkley for McAlpines in 197-. I'm not against nuclear energy hust the impact the extra people traffic etc will have on everyones day to day lives.	8958-450-3918			/	
Tractivity 295	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf? 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.	8983-450-2970	/			
Tractivity 361	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? Yes at Cannington, junction 24 and junction 23	9049-450-2651			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 433	Public	Stage 1	<p>8. What do you think of our proposals for the use of Comwich Wharf?</p> <p>I think that both Bridgwater sites should be used in order to capture traffic leaving the motorway at either junction rather than a choice between them.</p> <p>If a site was chosen either in Bridgwater or closer to Bridgwater than Cannington, such as on the straight piece of A39 as already suggested for a Park and Ride neither CAN A or CAN B would be required.</p> <p>I have a particular problem with the siting of this facility at CAN B due to my house 1 Putnell Cottages being at the centre of this land - see the box outlined on the map for CAN B. Our quality of life would be disturbed from rural view to that of a transport depot with the associated noise, exhaust and lighting pollution.</p>	9353-450-6377	/			
Tractivity 433	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>(Personal details removed) is half of the the box outlined in CAN B maps. If any of the proposed development goes ahead in this area then the quality of life in Putnell will be reduced both in the long and short term.</p> <p>Our properties will be devalued and we will have to suffer noise, exhaust, dust and light pollution as well as the visual impact of any development.</p> <p>The by pass routes both impact too as indicated in earlier questions.</p> <p>This questionnaire does not include questions about the use of Cannington old quarry to deposit waste from the power station excavations. This is in our vicinity and could again lead to increased, noise, dust, exhaust and light pollution on our property. We have concerns about how this infill could affect the water table in our area and the effect on flooding as well as on our septic tanks and their out fall. when the quarry tried to pump out the water all of the local water courses were raised in</p>	9353-450-8736	/			
Tractivity 539	Public	Stage 1	<p>5. Please give reasons for your preference</p> <p>Whatever you do the A39 will be even more clogged, especially in summer, when additional Hinkley point traffic is joined by holiday traffic</p>	9208-450-2135			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 565	Public	Stage 1	4. Any other ideas or comments? We strongly feel that the new Cannington park and ride site on the North side of Cannington should not be developed and that the South side scheme should be maximised - it is obvious that traffic will still pass through Cannington, taking the shortest route to any Northern car park as it is a shorter route than using the Western ring road if travelling from Bridgwater: This is human nature: The result will be increased traffic through Cannington scrap the Northern car park: Develop the Southern car park.	9234-450-1292		/		
Tractivity 663	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? If I am accused of an attitude of "not in my backyard" I would say that this is time. Of course technology must progress and if there has got to be a second power station at Hinkley Point so be it. However there is more than one way of establishing it the best is surely one that causes minimal disruption (temporary or permanent) in Cannington. This community is currently active friendly and a pleasant place to live. The traffic, noise, lighting, dust and general disruption that the building of a new power station at Hinkley would involve would make these qualities hard to maintain and therefore should be kept as far way from the village as possible. Finance should not be a consideration, physical and mental health of Cannington population should be prime importance as the quality of village life will not remain unaffected. Please keep it to a minimum. Should the project go ahead and you wish to provide your workers with convenience and some degree of leisure facilities, why not build a swimming pool for g	9368-450-3323			/	
Tractivity 665	Public	Stage 1	5. Please give reasons for your preference If A&B station can be built, surely the road has proved it could cope if upgraded. It would have less impact on the surrounding landscape and productive arable land, Grade 1+2 with food security becoming an issues!	9328-450-984			/	
Tractivity 50906	Public	Stage 1	You are proposing a park and ride for 900 cars - how can you possibly think that the A39 can sustain the extra traffic, the proposed depot will cause excess noise, dirt and light pollution, day and night to say nothing of the extra traffic on an already unsafe, over used route. Do you realise that the smallest of road accidents on this busy holiday route means that the road is completely closed and there is no alternative route for heavy vehicles.	9398-450-763	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62336	Public	Stage 2	It is important for the safety of residents in Bridgwater, Cannington and all the villages surrounding this proposed new build that you (EDF) are not given permission to increase the use of our present over-subscribed road system. These roads were not intended to be used by heavy, extra wide construction vehicles and cannot absorb park & ride buses en-route to a large industrial power station complex along with its associated commuter traffic.	10016-450-2300		/		
Tractivity 62336	Public	Stage 2	We accept progress but not at the expense of safety and quality of life for the residents of Bridgwater and its rural communities. It is essential you (EDF) are not permitted to bring construction vehicles through our town and village communities.	10016-450-3652		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62340	Public	Stage 2	<p>Hinkley Point - Off site Infrastructure Consultation</p> <p>I refer to the recent publication of your 'preferred proposals' upon which I wish to comment.</p> <p>I drive to Bristol each weekday and often the 6 miles from Cannington to J23 of the M5 can take as long as the 40 miles from there to central Bristol. The only proposed new road infrastructure is a Western Bypass for Cannington which does nothing to ameliorate the current issues, and certainly not the increase in traffic. I still believe that not addressing the traffic issues of access to the site through Bridgwater is going to cause massive problems and disruption throughout the build period for everyone. However, I am aware that the route that everyone wants from Dunball is many times more expensive than your proposal, and I know money is a large factor in any business decision.</p> <p>I would ask for your confirmation that you have tested the impact of the additional traffic on the junctions of Wylds Road and Bristol Road, where queueing is already over a mile at peak times, and on Wylds Road and the NDR. I also would appreciate knowing what contingency planning has taken place for a closure of the A39 as happens several times a year.</p> <p>If we accept that the residents preferred route is not an option, I would ask again that you consider placing the bypass further to the west where it will affect far fewer residents. If, as you have stated, all workers on the new site will only be able to use the new route there should be no issue in them travelling a few hundred yards further, especially as many of the trips will be via your park and ride bus, the route of which you can control.</p> <p>If it must go ahead, and the route of the Western Bypass is as currently proposed, then I strongly request that you carry out the following works of mitigation, or advise why it is not physically possible;</p> <p>1. The route where it passes in front of Chads Hill should be in a cutting, as it was in your initial proposal. To commence the cutting only after Sandy Lane does nothing to address the significant and lasting impact this road is going to have on the dozens of (Personal details removed). We cannot ever be compensated for the huge negative impact this road is going to have on the value of our homes - a large part of the value being in the view which does not figure in either the Land Compensation Act or the Town and Country Planning Act. However you can address by this means some of the impact on our view, and on the noise that is to be created in what until now has been a peaceful location.</p>	10020-450-0	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62414	Public	Stage 2	It must be noted the A39 west of Bridgwater is a notorious black spot and when there is an accident it is often shut for 5-6 hours. This could cause massive disruption, as there is no other route. It does seem the E.D.F are determined to do as little as possible to the detriment of the local people.	10055-450-1247			/	
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.	10155-450-387		/		
Tractivity 62631	Public	Stage 2	The roundabout in the middle of the bypass would frustrate motorists and may increase accidents especially if there are a lot of buses slowly coming and going.	10175-450-6927		/		
Tractivity 62938	Public	Stage 2	Will cause traffic chaos – should be at Dunball.	10177-450-3084		/		
Cannington Parish Council	Statutory Consultee	Stage 2	The Council are pleased to see the reduction of Cannington's involvement by reducing the Park and Ride facilities and the abolishment of freight consolidation together with the proposed workers hostels in the village. However, it is the Council's view that as a small village we are still likely to experience a great deal of inconvenience by the Park and Ride facilities, increased traffic and the construction of a by-pass.	10221-450-3167			/	
Fiddington Parish Council	Statutory Consultee	Stage 2	We feel most strongly that areas at Cannington and Bridgwater for freight consolidation, park and ride and accommodation would make the already serious traffic problems on the NDR, A38 and A39 at Bridgwater into potential gridlock situations at peak times.	10223-450-2483			/	
Tractivity 62469	Public	Stage 2	Congestion itself slows traffic down. Suggesting traffic calming measures will ruin the character of the place and serve no purpose whatsoever	89470-450-1386			/	

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	- A concern about the volume of material that will be transported by road and that will travel through the centre of Cannington Village in particular, until the jetty and Cannington bypass are built.	89196-450-11333			/	
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 residual impacts is poor, with only 24 hour flows being presented. This means that highway and environmental impacts cannot be correctly assessed.	89428-450-1472			/	
Tractivity 62913	Public	Stage 2 Update	Cannington traffic calming - at the consultation meeting on 4th March 2011 it was stated that none of the measures proposed would take place until after the western bypass has been built and is in operation. 'To encourage use of the bypass'. There is an assumption that the western bypass will be built, how arrogant!	89665-450-4147		/		
Tractivity 62998	Public	Stage 2 Update	In present proposal there will be buses coming out in both directions as well crossing the traffic flow to get in. A nightmare.	89692-450-3534		/		
Cannington Parish Council	statutory consultee	Stage 2 Update	4.0 Community Proposals - Impacts and Benefits Cannington is going to have to bear the full impact of the increased traffic proposals. This is going to have a detrimental effect on the lives of all residents.	89748-450-1183			/	
1	Comments received under the EIR from the IPC	Stage 1	Cannington Central search area would put accommodation for up to 120 men right in the centre of our village alongside family properties. This would entail extra vehicles travelling both to/ from any park & ride facility through our narrow village streets. It is doubtful if many would walk!	89790-450-3799	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
15	Comments received under the EIR from the IPC	Stage 2	In Cannington these vehicles will pass the local shops, Primary School/ College/ Village Hall and War Memorial strategically placed at the one and only junction for traffic to Hinkley Point. Throughout the village the pavements are narrow, sometimes less than 1 metre wide and only on one side of the road. Obviously using a pushchair/ mobility scooter or simply walking the children to school these pavements were not designed to have construction vehicles travelling alongside. This will be frightening and so absolutely appalling as to be inconceivable to even contemplate.	89804-450-1354			/	
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 Need information on lighting proposed Update August 2010 This information has yet to be developed in detail.	89329-528-9442	/			

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 proposed 'associated development' at Cannington, the Agency provided comments to the applicant in a letter dated the 4th August 2009. This concluded that in principle, the Agency is not opposed to the proposed development options - i.e. the bypass, employee accommodation, Park & Ride site and a freight consolidation centre. We would expect all of the proposals to be supported by a robust TA and to be incorporated into the TP as appropriate.	88860-449-12522			/	Consultees expressed concerns about the methodology used to assess the development impacts. The assessment detailed within the Transport Appraisal was undertaken on a daily (24 hour) basis using Annual Average Weekday Traffic flows (AAWT). This was considered suitable for analysis at a strategic level in order to identify key infrastructure interventions which may be required. The Stage 2 Consultation documentation stated that further analysis of the hourly flows would be ongoing in order to further identify more detailed mitigation measures, that would be required within the study area.
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);	88890-449-26068	/			The Transport Assessment confirms that extensive discussions took place with the highway authorities on the method in which the impact of HPC on the highway network should be assessed. The criteria to be assessed were agreed such as journey times on specific routes, queuing at junctions and overall network statistics. The information is presented for the network peak periods as well as for the entire modelled period. This detailed traffic analysis has also informed the Cannington Park & Ride Environmental Statement . Consultees requested that Road Safety Audits be undertaken. An independent safety audit has been carried out as part of the design process, and further auditing will be undertaken at the appropriate times as part of the technical approval process.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Although no modelling evidence has been made available, it would seem logical that the Cannington P&R would not resolve traffic impacts other than very localised junctions in Cannington. Evidence should be provided as to why this is 'required' (Table 4.4). Further clarification of the Cannington P&R proposals should be provided, in terms of who it will be used by, likely traffic benefits and the impact on the wider road network (4.3.1).	88000-449-3595	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Para 5.3.7 : Given that within the proposals there are significant infrastructure works related to the highway network locally and interfacing with the strategic highway network, for example the Cannington Bypass and works in the vicinity of Junction 23 & Junction 24 of the M5. Therefore the following guidance which contains standard methodologies should have been reviewed and applied to appropriate elements of the projects development, including optioneering for bypasses, and assessment: Design Manual for Roads & Bridges (DMRB) Vol. 11 Environmental New Approach To Appraisal (NATA) Transport Analysis Guidance WebTAG	89330-449-7726	/			
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 would however express particular concern that elements of the scheme proposed to support the transport strategy are demonstrated to be clearly and adequately addressed at the options appraisal stage. In particular, recognising the preferred route assessed within the EnvApp for the Cannington Bypass, we also observe the absence of an options appraisal process such as that advocated by the Department for Transport (i.e. NATA). While the authorities recognise the discussion provided within paragraph 6.7.15 with regards to the Cannington Bypass, this should be supported. Further the authorities are concerned that the options appraisal of certain transport elements, such as the park & ride and freight logistic sites, needs to be clearly demonstrated (e.g. the basis to the selection of sites close to J23 and J24 to take forward and whether other sites were considered (e.g. at J22 M5)).	89332-449-1597	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
34	Comments received under the EIR from the IPC	Stage 2	We also note from EDF's brochure that they believe traffic can be accommodated within the existing road network. We would question as to how they have obtained this knowledge and to what depth. Our understanding from their personnel was that they have monitored the traffic for just two months?	89823-449-1024		/		

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	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.	88190-452-3520	/			<p>Consultees requested further clarity on the mitigation strategy including any legacy benefits. Concerns were raised about the traffic impacts in Cannington prior to the completion of the Cannington bypass.</p> <p>The proposed mitigation measures would fall under two categories; strategic interventions and small scale enhancements. The proposed mitigation package consists of the Cannington bypass, as a strategic intervention, as well as small scale enhancements within the village itself. EDF Energy has proposed the introduction of traffic management features which are likely to include road markings, speed limit changes and speed reduction measures. General traffic will be encouraged to use the bypass once constructed, through the installation of road signage and traffic calming measures within the centre of Cannington.</p> <p>Following the completion of the HPC construction phase the Cannington P&R facility would be removed and the land restored.</p>
Tractivity 693	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>Proposals are generally fine.</p> <p>I would be very keen to see a ban on all site traffic through Cannington village by use of traffic calming and other measures as appropriate.</p>	9453-452-5921	/			<p>Consultees expressed concerns about contingency plans for road closures associated with road traffic incidents. In the event of a major incident preventing access to the site, buses would be held back at the Cannington park and ride facility to minimise their impact upon the accident related congestion.</p>
Tractivity 725	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>If they have traffic calming measures in Cannington to stop people going for the shorter route. Also to slow the traffic down.</p>	9483-452-2916	/			<p>Consultees requested further clarification on proposed enforcement measures to ensure maximum utilisation of the proposed development.</p> <p>The parking provision would be restricted at the HPC site in order to enforce the use of the P&R facilities to minimise the number of vehicle trips to Hinkley Point. HPC site parking occupancy and P&R usage would be monitored and enforced through the HPC Construction Site Travel Plan. Further details are contained in the Framework Travel Plan</p>
Tractivity 746	Public	Stage 2	<p>6. Any other ideas or comments?</p> <p>Seems like a good idea in principle. Consideration for local traffic access to Hinkley - Cannington road is important. The side roads should not meet a continuous stream of traffic with no chance of access.</p> <p>Local information (up to date) on major traffic moves causing blockage a good idea (local radio/papers).</p>	9504-452-5300			/	<p>Concerns were raised by consultees about the on-site security. An office is proposed for two security personnel with good views overlooking the parking areas. At a wider scale EDF Energy has been working closely with the emergency services and local authorities to develop plans for community safety and comprehensive support for the emergency services if required.</p>
Tractivity 746	Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>To be routed via Cannington and prevented from using local lanes</p>	9504-452-6565			/	
Tractivity 846	Dual - Consultee with an Interest in Land and	Stage 2	7. Any other ideas or comments?	9604-452-4031			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
	Public		Good if you can really enforce it.					
Tractivity 1031	Public	Stage 2	7. Any other ideas or comments? Road infrastructue / road surfaces and widths need improving.	9789-452-4090			/	
Tractivity 1182	Public	Stage 2	3. Any other ideas or comments? NO works to start if any plant or materials are to be brought through Cannington	9940-452-1171		/		
Tractivity 1196	Public	Stage 2	6. Any other ideas or comments? Cannington is going to feel the brunt of all traffic problems no matter which way EDF try to move vehicles around it. Traffic has to reach the bypass and then leave it again after a mile or so back onto normal/congested roads.	9954-452-4239			/	
Tractivity 1217	Public	Stage 2	7. Any other ideas or comments? Unless measures are taken to allow traffic from Shurton, Stogursey, Wick and other hamlets to get onto the Hinkley Road, eg roundabout, traffic signals etc egress will be almost impossible for local residents.	9975-452-3904		/		
Tractivity 1316	Public	Stage 2 Update	We require you to behave in the correct manner and construct the proper road infrastructure.	89582-452-417			/	
Tractivity 1316	Public	Stage 2 Update	We have vidence this week of what to expect in Cannington if you refuse to consider and build the direct road. Your lorries have been coming through the village carrying aggregate for a car park with total disregard for speed limits and other road users. If this is to be the future for residents along the preferred route - How do we seek compensation - please supply me with the details of the person with whom to discuss this matter	89582-452-998	/			
Tractivity 351	Public	Stage 1	Whilst it is laudable that EDF should consider how the community benefit from the use of the facilities in the long term, for those of us who are retired or close to retirement these are benefits that we are not likely to enjoy (planning+construction=12-15 years). With that in mind EDF in framing its proposals should be concentrating on minimising the impact of its needs for accomodation/transportation/ freight handling and waste disposal on the existing communities. An increase in traffic is inevitable, but there is no	9039-452-4854	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			reason to adversely impact residents' lives even more by subjecting them to major construction works initially and then expecting them to put up with the environmental consequences of park and ride and freight handling for a ten year period. EDF should, as previously mentioned, concentrate on acquiring land in areas which currently have very low population density- of which Cannington North would be.					
Tractivity 547	Public	Stage 1	<p>1. Do you agree that EDF Energy's proposal to provide a landscape buffer on the southern boundary of the site is the best way of minimising the potential impact of the construction site for nearby local residents?</p> <p>Box ticked: Don't Know</p> <p>1. If yes, should this be retained as a permanent feature once construction is completed?</p> <p>Box ticked: Don't Know</p> <p>1. Any other ideas or comments?</p> <p>no data</p> <p>2. Return to land to its previous use</p> <p>Box ticked: Important</p> <p>2. Creation of wildlife habitats</p> <p>Box ticked: Very Important</p> <p>2. Grassland</p> <p>Box ticked: Very Important</p> <p>2. Woodland</p> <p>Box ticked: Very Important</p> <p>2. Any other ideas or comments?</p> <p>Should maximise encouraging local wildlife and vegetation.</p>	9216-452-0			/	
Tractivity 600	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities.	9266-452-			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			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.	2791				
Tractivity 62248	Dual - Consultee with an Interest in Land and Public	Stage 1	-a- By pass - both routes will be seen from our property. Apart from the construction time issues, once opened we will have increased lighting pollution and noise. Would our lane still be allowed to have a junction onto the HP road? Would the speed limit be enforced and extended from the green route roundabout to past the grain store so that we could possibly cross this road? Would our children be able to cross the road at all- their current school bus stop is at Rodway Farm. However we would consider the by pass a lesser issue compared to the following:	9369-452-1720			/	
Tractivity 62575	Public	Stage 2	<p>Proposal</p> <p>In order to achieve the result required, the following should be considered</p> <ul style="list-style-type: none"> - That a 7.5 tonnes weight limit be imposed on the built up area of Cannington village. This would not preclude access to premises within the village by larger vehicles. - That Main Road, Cannington to have, as a minimum, a traffic chicane installed between Brownings Road and Lonsdale Road, speed reduction humps should not be used as they would also slow emergency vehicles attending emergencies within the village. - That a 20 mph speed limit be imposed on Brook Street, in the vicinity of the local primary school, - That a mini roundabout be installed at the junction of East Street and Brook Street. Due to the restricted space available at this junction this should be indicated on the road surface. <p>That speed reduction chicanes be installed on Rodway in the 30mph area.</p> <ul style="list-style-type: none"> - That the junction of Rodway with the proposed bypass be controlled in such a manner that only public service vehicles and emergency vehicles may exit directly onto Rodway in a southerly direction from the proposed bypass. This would allow for normal bus services to be maintained. - That speed reduction chicanes be installed on the High Street, from the junction with Chad's Hill to the 40mph speed indicator. 	10126-452-3350	/			
Cannington Parish	Statutory Consultee	Stage 2	<p>Question 7</p> <p>Do you consider the current design and mitigation proposals for the Park</p>	10221-452-			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Council			and Ride to be adequate? Mitigation refers to design and management measures that are intended to reduce impacts and disturbance, such as noise and light pollution. Yes 15.3%No 84.7%	16191				
Fiddington Parish Council	Statutory Consultee	Stage 2	We feel most strongly that areas at Cannington and Bridgwater for freight consolidation, park and ride and accommodation would make the already serious traffic problems on the NDR, A38 and A39 at Bridgwater into potential gridlock situations at peak times.	10223-452-2483	/			
Fiddington Parish Council	Statutory Consultee	Stage 2	We feel that EDF have failed to take into account the severe disruption and inconvenience to local communities by their ill thought out proposals for freight consolidation, park and ride and accommodation around Cannington, Williton and J23 and J24 of the M5.	10223-452-4498			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> It must be demonstrated that the Park and Ride forms part of a robust transport strategy and investment package that prevents adverse impacts arising and which contributes to the achievement of wider transport objectives. For example, improvements to the A39, delivery of safe cycle routes and integrated travel planning with Cannington and Bridgwater College should be pursued. 	89366-452-4708			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Cannington residents will experience disturbance impacts during the construction of the bypass, and the early construction of the main site, and subsequent operation of the road, such as increased traffic movements and noise. EDF Energy should demonstrate that measures are taken to avoid and minimise harm, and that residual negative impacts are compensated such that the overall balance of outcomes is positive for the community at Cannington. Further design work is required with the local communities to refine the route and to better understand impacts and their mitigation. This should also include the college and school, whose pupil safety will certainly be put at increased risk.	89366-452-5093	/			
Sedgemoor District Council and West Somerset Council Joint Council	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	For the Cannington Park and Ride site no transport mitigation is proposed. The validity of this cannot be tested due to the fundamental flaws in the assessment. The mitigation offered in Cannington if the facility were provided during the preliminary works stage needs to be considered.	89374-452-5763			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Response								
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Monitoring during the construction period is inadequate.	89374-452-6943	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The travel plan does not include SMART targets and the monitoring proposed is inadequate.	89426-452-16238	/			
RAC Foundation	Non-statutory consultee	Stage 2 Update	5. The decision not to build a roundabout at the access is welcome and the junction has been sited slightly further west. But more must be done to help and favour through traffic on the present Cannington by-pass (one of the few upgraded stretches between West Somerset and the M5): site entrance further west and/or 'flip' the facility over to a 'mirror' layout of that now proposed ; maintain national speed limit on this part of the A39; prevent right turns into site from A39 by a central refuge (so westbound incoming traffic would access via the present western roundabout); segregate Hinkley Point & Cannington cycle traffic wholly from the by-pass; and provide two westbound lanes along this part of the carriageway.	89777-452-4311		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In addition to the amendments to the Park & Ride, the Proposed Changes document refers to traffic calming in Cannington. No detail is provided in relation to what these traffic calming measures would be and how they might contribute to improving the flow of traffic through Cannington (which would be of particular importance prior to the construction of a bypass), reducing environmental impacts and improving safety. The Councils are aware that congestion and safety are major concerns for local residents and Bridgwater College, in particular at the preliminary works and main construction stages when the bypass would not be in place (as currently proposed). Priorities for intervention identified during consultation include:	89892-452-17893	/			

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Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	7. Any other ideas or comments? Good if you can really enforce it.	9604-453-4033			/	Consultees questioned the proposed monitoring strategy with particular regard to enforcement of use of park & ride sites. The appropriate use of the Cannington park and ride facility is secured through the Framework Travel Plan which sets out the monitoring regime for the duration of the HPC Development Site construction.
Tractivity 905	Public	Stage 2	7. Any other ideas or comments? Can you ensure security of vehicles once parked!!	9663-453-3221			/	Construction employees will be allocated a park & ride site or direct bus service at the time of their induction into the project, and they will be required to use this as their regular journey to work. The Travel Plan will be monitored, reviewed and revised on a regular basis during the construction phase. Monitoring will follow the best practice guidance as set out in the SCC Travel Plan Guidance 'Moving Forward: Manual for Travel Plans', and the DfT document 'Good Practise Guidelines: Delivering Travel Plans through the Planning Process' (April 2009).
Tractivity 930	Public	Stage 2	7. Any other ideas or comments? It will need to be supervised to avoid vandalism	9688-453-3091			/	Consultees raised concerns about the on-site security at the Cannington park and ride facility. An office is proposed for two security personnel with good views overlooking the parking areas. At a wider scale EDF Energy have been working closely with the emergency services and local authorities to develop plans for community safety and comprehensive support for the emergency services if required.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Monitoring during the construction period is inadequate.	89374-453-6943	/			Consultees have raised concerns about buses speeding through residential areas. P&R vehicles will be identifiable to the local population as being operated by EDF Energy. Through the Transport Steering Group (to be established prior to commencement of construction) members of the public can report any concerns with regards to inappropriate driver behaviour. EDF Energy will investigate these reports and take the appropriate action.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The travel plan does not include SMART targets and the monitoring proposed is inadequate.	89426-453-16238	/			