

Schedule of Responses – Appendix H.1

Williton 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	- Baseline has been adequately defined but sampling undertaken represents the minimum acceptable. 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.	89403-855-518			/	<p>The only comment received in relation to the air quality baseline for the Williton park and ride facility was received during 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 15 September 2009. This exceeds the minimum recommendation as set out in the Department for Environment, Food and Rural Affairs (Defra) LAQM.TG(09) guidance document, which states that, as a minimum, monitoring is undertaken over a consecutive six-month period in order to determine the baseline air quality. Nitrogen dioxide (NO₂) and Sulphur dioxide (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 the monitoring report in the appendix of the Chapter 10 of Volume 10 of the Environmental Statement (ES).</p> <p>Further air quality monitoring (during both the construction and operational phases of the Hinkley Point C development) has been proposed. This is discussed in the supporting management plan to 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	-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).	89403-858-2465	/			Comments with regard to the potential cumulative air quality impacts relating to the Williton Park and Ride Associated Development (AD) site were received from Sedgemoor District Council (SDC) and West Somerset Council (WSC) at Stage 2 of the consultation and related to the requirement to consider potential cumulative effects other than those from road traffic, and the recommendation to include a cumulative assessment of car park and road traffic emissions.
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 construction dust is generic and given the proximity of receptors (16 metres) the impacts appear understated.</p> <p>The methodology is qualitative and makes a number of unsupported assumptions. The use of the Cannington model in ADMS is not supported and a location specific model would be more appropriate.</p> <p>There should be a cumulative assessment of car park and emissions on the local access roads.</p>	89403-858-3020	/			<p>The approach to assessing the cumulative air quality impacts 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 are considered in Volume 11 of the Environmental Statement (ES). Interactive cumulative air quality impacts with other environmental topics (e.g. noise, landscape) associated with the HPC Project on specific sensitive receptors are also considered in Volume 11 of the ES.</p> <p>The vehicular air quality impacts on the wider highway network, associated with the operation of the Williton Park and Ride AD site, have been assessed for all traffic associated with the HPC Project. Therefore the assessment of operational vehicular emissions is a cumulative assessment. No further cumulative effects are considered to give rise during the operation of the Williton site.</p> <p>Car parks have not been included within a cumulative assessment on the basis of their size and intended usage. Car parking spaces have been limited to only 160 at the Williton 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. It is on this basis that a cumulative assessment with emissions from car parks has not been included within either the Chapter 10 of Volume 10 or Volume 11 of the ES as they are unlikely to be a significant source of emissions to air.</p>

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Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-857-4332	/			<p>At the Stage 1 consultation, EDF Energy was proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the park and ride site now proposed as part of the application for Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site.</p> <p>On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to air quality impacts associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>The comments for the Williton park and ride site, provided at Stage 2 by local residents, focused on the perceived unacceptable air pollution associated with road vehicles using the facility. SDC and WSC also expressed the need to use the updated air quality impact significance criteria published following Stage 2, the apparent understating of construction dust impacts at receptors immediately adjacent to the site, and the perceived inappropriate downgrading of construction dust impacts due to their temporary nature.</p> <p>All air quality impacts associated with both the construction and operational phases of the Williton park and ride site have been assessed to be of an acceptable level, i.e. not significant. This includes potential impacts associated with road vehicles using the facility.</p> <p>The significance criteria applied to the assessment of</p>
Tractivity 62582	Public	Stage 2	I can't imagine how the noise of buses and cars, and smells of fumes would upset them in the early morning, in the daytime and then returning at night.	10133-857-6539	/			
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 dust is generic and given the proximity of receptors (16 metres) the impacts appear understated.	89429-857-9358	/			

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								<p>air quality impacts has also been updated to take account of the latest published guidance: Environmental Protection UK (EPUK). Development Control: Planning for Air Quality (2010 Update) (2010).</p> <p>Within the Chapter 10 of Volume 9 of the Environmental Statement, the fugitive dust and PM₁₀ impacts during the construction phase have all been assessed in line with current published guidelines and best practice guidance, in addition to the professional experience of the air quality assessor. Impacts are therefore assessed on the basis of the risk posed by the 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>

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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 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.</p> <p>- No assessment of very fine particles (PM25) has been included beyond the identification of assessment criterion.</p> <p>- 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.</p>	89403-856-916	/			<p>At the Stage 1 consultation, EDF Energy was proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the park and ride site now proposed as part of the application for Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site.</p> <p>On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to air quality impacts associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>The methodology comments for the Williton AD site were received from SDC and WSC at Stage 2 and primarily related to the need to include the pollutant PM_{2.5}, car park emissions, non-work related construction worker trips and operational traffic within the assessment of vehicular emissions. SDC and WSC also recommended the use of updated air quality impact significance criteria published following Stage 2.</p> <p>Emissions of PM_{2.5} from vehicle exhausts have been considered within the Chapter 10 of Volume 10 of the Environmental statement (ES) and their impacts determined. Non-work related trips of construction</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Significance is discussed in Section 5. 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.	89403-856-3466	/			
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 qualitative and makes a number of unsupported assumptions. The use of the Cannington model is not supported. Given the location of receptors (relatively close) the conclusions of the assessment could be greater than stated.	89429-856-9112	/			
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 the cumulative effects of the car park and the road traffic. Car park emissions should be included in the ADMS modelling.	89429-856-9586a		/		
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).	89429-856-9586b	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	<p>Williton Park and Ride</p> <p>The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.</p>	89711-856-5793	/			<p>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 and operational phases.</p> <p>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 to only 160 at the Williton 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. 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 site. It is on this basis that car parks have not been included as a further emissions source within the ADMS Roads model, as they are unlikely to be a significant source of emissions to air.</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	- Baseline has been adequately defined but sampling undertaken represents the minimum acceptable. 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.	89403-859-518	/			At the Stage 1 consultation, EDF Energy was proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home. In order to respond to these concerns, the park and ride site now proposed as part of the application for Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to air quality impacts associated with the development of the site previously proposed are therefore not addressed in any further detail. The comments for the Williton park and ride site were received from SDC and WSC at Stage 2 and primarily
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 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.	89403-859-2102	/			
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. Mitigation has not been developed because the impacts are underestimated.	89403-859-3782	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The residual effects from construction and removal/ rehabilitation are assessed by the EnvApp as minor. We note that this is contingent on application of adequate mitigation, generally through application of an EMMP proposed for the Associated Development elements. Our comments on the draft framework EMMP are included as Section 4.3 to this report.	89403-859-4217	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is no commitment to any mitigation so the impacts could be greater than that predicted.	89429-859-9489	/			<p>related to clarification of the mitigation measures that would be committed to in order to mitigate any potential air quality impacts.</p> <p>A summary of the potential air quality impacts during the Williton park and ride facility construction, operational and post-operational phases are presented in the Chapter 10 of Volume 10 of the Environmental Statement (ES). With the exception of fugitive dust and particulate matter impacts at the receptor Smithyard Cottage, generated by construction and post-operational activities, all potential air quality impacts have been rated as minor or not significant before any mitigation has been applied and thus no mitigation is considered to be required.</p> <p>Proposed management measures that will be employed during the construction phase of the Williton park and ride site, , along with details of roles and responsibilities, environmental audit reporting and dust complaint investigation procedures, are provided within the supporting Associated Development Air Quality Management Plan (AQMP), with details outlined in the Chapter 10 of Volume 10 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	- Residual effects should be monitored in some cases. This is not discussed in the EnvApp.	89403-860-2371	/			<p>At the Stage 1 consultation, EDF Energy was proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the park and ride site now proposed as part of the application for Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site.</p> <p>On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to air quality impacts associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>A monitoring comment was received, from Sedgemoor District Council and West Somerset Council at the Stage 2 consultation, which stated that in some cases residual effects should be monitored and that this was not discussed.</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 and be presented within the baseline assessment.	89403-873-10759	/			Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.
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 is generally acceptable, incorporating the site investigation results would be even better. Also an outline of the scope, timing and duration of intrusive investigation works is not provided.	89403-873-11005	/			At Stage 2 the Environmental Appraisal presented information on the baseline conditions based on desk-based information. The historical maps used for this assessment were copies of library maps and the quality was not suitable for replication. Only a limited number of post-World war II OS maps were held by the British Library at the time of issue of the Environmental Appraisal. Copies of the planning records discussed within the Environmental Appraisal were also 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	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.	89404-873-448	/			Planning records, although discussed within Chapter 12 of Volume 10 of the Environmental Statement (ES) , are not included as part of the submission as they are available through Sedgemoor District Council (SDC) and therefore are already available to stakeholders. As part of Chapter 12 of Volume 10 of the ES the historical land use maps of the site has been reassessed with data not available at Stage 2, and in light of the new proposed development site location and includes more recent historical land use maps of the 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 report 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.	89404-873-1224	/			As part of the Environmental Appraisal distances were given as to the location of potentially contaminative land uses surrounding the site. As part of the Chapter 12 of Volume 10 of the ES the distances have been reassessed and revised where necessary to provide consistency and clarity and to reflect the new proposed development location, put forward after the Stage 2 consultation. As such, all distances stated within this report are from the nearest proposed development site boundary to the identified land use. Potential new sources of contamination are now identified. The Conceptual Site Model (CSM) is designed to be indicative and not exhaustive although
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.	89404-873-3789	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	<p>Williton Park and Ride</p> <p>The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.</p>	89711-873-5793	/			<p>Chapter 12 Volume 10 of the ES is more comprehensive than that presented at Stage 2.</p> <p>The findings of the investigations including relevant risk assessment (human health, phytotoxic, ecotoxicological, built environment, gas and controlled waters) are presented within the Chapter 12 of Volume 10 of the ES.</p> <p>In accordance with standard good practice a management plan would be developed as appropriate for implementation during the construction of the proposed development.</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 assessment provides no consideration of cumulative effects.	89404-876-10122	/			The Environmental Appraisal presented at Stage 2 of the consultation process provided limited information on the impacts of the proposed development site and did not make any consideration for potential cumulative effects of any individual impacts. Following the relocation of the proposed development site after Stage 2 the cumulative impacts of identified individual impacts for geology, land contamination and groundwater are presented in Chapter 12 of Volume 10 of the ES . The methodology for assessing cumulative impacts is also presented. Full details of the overarching methodology for assessing cumulative impacts as part of the EIA are presented in Chapter 7 of Volume 1 of the ES .

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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.	89166-875-16268	/			<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.</p> <p>A full assessment of the significance of the potential impacts associated with land contamination of the proposed development site is presented in Chapter 12 of Volume 10 of the Environmental Statement (ES). Full details concerning the qualification of the significance of the impacts, including a table showing the criteria for each significance level, is presented within Chapter 7 of Volume 1 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	- Table 8.7.2 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.	89404-874-5160	/			At Stage 2, the assessment criteria for magnitude included discussion on the 'responsible party'. As part of the production of Chapter 12 of Volume 10 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 Chapter 12 of Volume 10 of the ES . A full assessment of the significance of the potential impacts associated with land contamination of the proposed development site is presented in Chapter 12 of Volume 10 of the ES . The chapter includes information on the methodology for assessing the significance of impacts. Full details, including a table showing the criteria for each significance level is presented within Volume 1 Chapter 7 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 table for the assessment of the significance of impacts. This would tie together the relationship between sensitivity of the resource/receptor and the magnitude of impact anticipated.	89404-874-6877		/		

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	<p>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.</p> <p>REASON For protection of the water environment.</p>	89090-877-1889	/			Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.
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 proposed development (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.	89404-877-7843	/			The impact assessment is presented in Chapter 12 of Volume 10 of the Environmental Statement . 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 and characterised as appropriate in management plans.
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.	89404-877-9031	/			The adherence to legislative requirement and adoption of standard good practices has been assumed as part of the impact assessment and 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 development and therefore no formal additional mitigation is considered to be required.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consideration of all residual impacts by the EnvApp as ranging between no impact and minor adverse is largely reliant on the effectiveness of mitigation measures included within the EMMP. Our comments on the EnvApp are expressed in Section 4.3 of this report.	89404-877-9829	/			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	<p>Mitigation measure such as good standard working methods which will be adopted via and EMMP must be validated/audited as happening on site.</p> <p>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.</p>	89429-877-10467	/			

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>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.</p> <p>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.</p>	89429-877-10790	/			

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 provides no consideration of monitoring.	89404-878-10211	/			As appropriate a management plan will be developed for implementation during the construction of the proposed development and will detail the potential environmental impacts and mitigation measures to be implemented and any associated monitoring requirements.

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 opportunity for West Somerset to input to the selection of a site and the layout of access and buildings is welcomed in the context of ongoing Local Development Framework preparation. West Somerset Council would also be willing to discuss search areas in other parts of the District, notably Minehead and Watchet.	88460-817-4600	/			<p>At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rationale for this is contained in the Transport Assessment. This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant site-specific concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In response to these concerns, the park and ride site proposed as part of EDF Energy's application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for a DCO. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton, en route to the Hinkley Point C (HPC) development site.</p> <p>The change in site location addresses a significant number of the concerns raised during the Stage 1 and Stage 2 consultations; however any outstanding concerns relating to siting are considered below.</p> <p>Sedgemoor District Council (SDC) and West Somerset Council (WSC) also raised the possibility of considering search areas in Minehead and Watchet, in their Stage 1 consultation response. Williton was chosen by EDF Energy as a suitable location for a park and ride facility to cater for those workers living to the west of Williton, to avoid convoluted journeys to the park and ride facility since it is one of the most easterly places within this catchment. Locating a park</p>
Tractivity 278	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. No campus accommodation at Williton. No new buildings on farm land near Williton.	8967-817-2002	/			
Tractivity 285	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Although worker accommodation would be an economic boost whichever area it's in, at what cost? The Williton site bordering .(personal details removed) is worrying, and I would like more information to see how this would affect the well-being of .(personal details removed), all of whom are frail, elderly and would not relish the effects of 200 workers and their cars etc on their doorstep. Also, the access road appears to run right next to Mamsey House, This site also appears to border the hospital, and I have similar reservations for the patients there. Where would the accommodation be situated on this site, and which areas would be car park?	8973-817-2206	/			
Tractivity 285	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? On a personal level I think the effect on our inadequate road systems is worrying. On a professional level, as one of .(personal details removed), I am worried about the detrimental effects worker accommodation might have on our residents, and I would be interested to see more detailed plans regarding the site. NB These are my personal views, NOT those of the owners of Mamsey House.	8973-817-4643	/			
Tractivity 498	Public	Stage 1	Hinkley Point is essential. Pay more attention to local residents. Determine motives behind site proposals. Council have twice failed to get permission to build east Williton (site B). Are they using EDF to get their way? Residents have always said no to development.	9171-817-4722	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 671	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>As a resident of Williton, I know that there is a rising feeling of resentment against any development here regardless of its proposed temporary nature. It is only very recently that we have learned anything of this (for reasons that are currently unclear) Certainly and development to the east would be most unacceptable environmentally. Any development here would be destructive long term to the area.</p>	9334-817-3921	/			<p>and ride facility in Minehead would mean that all workers living to the east of Minehead, between Minehead and the HPC development site, would need to travel away from the HPC development site before travelling back towards it, resulting in additional trips on the highway network.</p> <p>The site now proposed, at the former Smithyard Terminal, lies between Williton and Watchet (approximately 1km from Watchet and 1.3km from Williton) and is well connected to the local highway network.</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>Alternatives around Williton have been considered but ruled out, generally because of site size considerations or because of site access and vocational reasons. In transport terms their rejection is not based on a quantified assessment of traffic impacts.</p>	89402-817-2436			/	<p>One consultation comment suggested land to the south of the A39 in Williton, to the south of the Roughmoor Trading Estate, as a potential alternative park and ride site. This land lies in green fields outside the settlement boundary and therefore would not be preferable to the chosen brownfield site at Smithyard Terminal.</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 alternatives discusses a number of sites that are described as 'not of sufficient size' - in this case they are not genuine alternatives and the environmental assessment is invalid. However, if the size of the facility were different, e.g. if it were to change based on changes in traffic modelling, the alternatives sites could be genuine alternatives which should be considered.</p> <p>The methodology therefore needs completion with regard to criteria for magnitude of effects and for consideration of alternatives.</p>	89403-817-5989	/			<p>SDC and WSC raised concerns that a comprehensive assessment of genuine alternatives was not provided at the Stage 2 consultation stage. A full Alternative Sites Assessment is appended to the Planning Statement. The change in site to the Smithyard Terminal demonstrates the way that EDF Energy have considered genuine brownfield alternatives, as they have revised their transport modeling to take into account changes in the expected location of workforce.</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 overall transport strategy is to minimise movements by car to the main site. Williton Park and Ride Site is intended to serve workers arriving via the A39 from the west. However, during the preliminary works this strategy will not apply. The site will not be used in the operational stage. Alternatives around Williton have been considered but ruled out, generally because of site size considerations or because of site access and locational reasons. In transport terms their rejection is not based on a quantified assessment of traffic impacts.</p>	89429-817-7499			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Details of the site selection process are presented in Volume 3 of the Environmental Appraisal for accommodation campuses, Cannington bypass, Cannington Park and Ride, Combe 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.</p>	89296-818-765	/			

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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 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.	89296-818-2951	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sampford Brett Parish Council	Statutory Consultee	Stage 1	a. Facilities and infrastructure at Williton are not appropriate to support an influx of 200 workers who would represent a significant proportion of the population.	8719-816-388	/			<p>At the Stage 1 consultation, EDF Energy presented outline proposals for a search area in Williton which included a park and ride facility to accommodate up to 350 cars, together with campus accommodation for up to 200 construction workers. At this stage, two search areas were considered (WIL-A and WIL-B), covering 15.5ha and 20ha respectively, with the proposals taking up approximately 8.5ha of the land. These search areas were to the immediate east and west of Williton respectively.</p> <p>Following Stage 1 consultation, and in response to written responses received by statutory consultees, other relevant stakeholders and the local community, EDF Energy refined its proposals for the WIL-A Search Area, removing the campus accommodation, and reducing the size of the proposed park and ride to approximately 328 spaces. The revised proposals were presented during EDF Energy's Stage 2 consultation. The removal of accommodation was in response to concerns raised by the Williton Parish Council and the local community regarding the</p>
Tractivity 424	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Housing workers at Williton would have a detrimental impact on the social economics of an already deprived area with no benefits. The area is too far from Hinkley travel times and transportation adding to the environment. Cannington or Bridgwater would benefit far more.	9106-816-2002	/			
Tractivity 580	Public	Stage 1	I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number of smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C	9249-816-985	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62432	Dual - Consultee with an Interest in Land and Public	Stage 2	Along Long St in Williton and over railway bridge there's lots of fields- would be far better to have P&R there as would reduce traffic through Williton.	10066-816-382			/	<p>principle of introducing a significant element of worker accommodation in Williton.</p> <p>Following Stage 2 consultation, it was determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rationale for this is contained in the Transport Assessment. This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In response to these concerns, the park and ride site proposed as part of EDF Energy's application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for a DCO. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton, en route to the Hinkley Point C development site. The proposals presented at the Stage 2 Update consultation also significantly reduce the size of the proposed park and ride facility to 160 spaces.</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 379	Public	Stage 1	not least because of the flood dangers, and as suggested there are other sites that could be used.	9065-940-2731	/			<p>The assessment of in-combination effects comments received for the Williton park and ride facility site were received at Stage 1 consultation. They were primarily concerned with the potential risks of developing a site within a known floodplain and how this could increase the future flood risks for existing properties within Williton village. The comments particularly reflected the experiences of residents in Williton who were affected by flooding in December 2000.</p> <p>Although these comments have been considered, it should be noted that the location of the Williton park and ride facility site is now located 1.3km to the north west of Williton village and located completely within Flood Zone 1. This designation means that the site is located on land which has been assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year (<0.1% Annual Exceedance Probability (AEP)). The location of the site within Flood Zone 1 also means that all types of development are appropriate for this site. This is based upon current definitions in the government's Planning Policy Statement 25 (PPS25) Policy: Development and Flood Risk.</p> <p>Although the Environment Agency mapping is a starting point for assessment of flood risk, additional work has been undertaken to evaluate the current baseline flood risks for the Williton park and ride facility site. This work has included detailed assessment of available historical flooding records; review of groundwater information; review of sewer flood history and records (as recorded by Wessex Water); and consideration of the surface water flood risks for the site.</p> <p>This work has confirmed that there is a low probability of flooding from each of the key flood sources. This has been reflected in the final mitigation actions outlined in the Chapter 13 of Volume 10 of the Environmental Statement (ES) and the Williton Flood Risk Assessment (FRA).</p>
Tractivity 50918	Public	Stage 1	<p>Also marked in red is where sheet flow took place on 7th Dec /2000.</p> <p>("Sheet Flow' is the generic (technical) term to describe a stage beyond mere waterlogging of ground- A "Sheet Flow' occurs when waterlogged catchment land reaches the point of complete saturation and the water lying on it will move off in a sheet onto the next lowest ground-'</p> <p>Source- .(personal details removed), Environment Agency.)</p> <p>-Building on a catchment area results in rainfall reaching the waterway much faster, triggering flooding.'</p> <p>Source: .(personal details removed), Flood Defence Commission, Royal Inst. Chartered Surveyers.</p> <p>(Heavy rain on the catchment land East of Williton resulted in sheet flow and extensive flooding downstream,)</p>	9400-940-411	/			

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	Williton has long suffered from flooding of existing properties due to inadequate capacity of the existing channels through the town, many of them having been culverted in past years. The Environment Agency has investigated the possibility of a flood alleviation scheme for the town on many occasions in the past but has failed to justify any works on cost/benefit grounds. The pre-feasibility work carried out by ourselves had identified the construction of a flood bypass channel route around the west and north of the town, the upstream length being concurrent with the WIL-A site boundary. Should EDF wish to pursue WIL-A, it may be possible to lower the site flood risk category by delivering the flood alleviation measures, potentially in partnership with the EA, which would provide a worthy flood risk reduction legacy for the town, similar to Cannington. We would be happy to share our information with EDF and comment further if requested. If this work was done in advance of developing site WIL-A, it could be possible to assess the sequential test on the basis of a lower flood zone, possibly making the site flood zone 1 and comparable to WIL B	88830-936-17650	/			<p>The comments received for the Williton park and ride facility site were received at Stage 1 from the Environment Agency, councils and members of the public, and were primarily concerned with the potential risks of developing a site within a known floodplain and how this could increase the future flood risks for existing properties within Williton village. The comments particularly reflected the experiences of residents in Williton who had been affected by flooding in December 2000.</p> <p>Following these comments, it should be noted that the location of the Williton park and ride facility site for the Development Consent Order (DCO) application is now located 1.3 km to the north west of Williton village and located completely within an area designated as Flood Zone 1. This designation means that the site is located on land which has been assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year (<0.1% Annual Exceedance Probability (AEP)). The location of the site within Flood Zone 1 also means that all types of development are appropriate for this site, based upon current definitions in the government's Planning Policy Statement 25 (PPS25) 'Development and Flood Risk'.</p> <p>Although the Environment Agency mapping is a starting point for assessment of flood risk, additional work has been undertaken to evaluate the current baseline flood risks for the Williton park and ride facility site. This work has included detailed assessment of available historical flooding records; review of groundwater information; review of sewer flood history and records (as recorded by Wessex Water); and consideration of the surface water flood risks for the site.</p> <p>This work has confirmed that there is a low probability of flooding from each of the key flood sources. This has been reflected in the final mitigation actions outlined in the Chapter 13 of Volume 10 of the Environmental Statement and the Williton Flood Risk Assessment.</p>
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	WIL-A is located substantially within the functional floodplain (zone 3b) of the Monksilver Stream, with reference to the WSDC SFRA level 1. On face value, the site should be discounted as it would automatically fail the PPS25 sequential test as the vulnerability of proposed uses are not compatible with this flood zone. We would be obliged to object to the development of the site.	88830-936-18990	/			
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Will B -Flood Risk: This site is predominantly located in flood zone 1, apart from a small potential incursion into flood zone 3b of the Doniford Stream (please note this area should be avoided for development), at the site's far north eastern boundary.	88830-936-20230	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Paragraph 4.11.6 of the EDF consultation document advises that the search areas are outside the flood plain, however the Hydrology, Drainage and Flood Risk section of the Environmental Status Report states that both search areas are located within Flood Zone 3a;	88460-936-2479	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 309	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>Q7a- SShould be closer to Hinkley Point. Q7b 2 options ticked. 0 both will force additional traffic through bridgwater. Both sites are on flood plains- Williton was badly flooded in 2000. Williton does not need 'construction' workers- let the numerous project managers etc rent the holiday properties etc in West Somerset or buy new but there are no new developments in Minehead/Williton or Watchet.</p>	8997-936-3530			/	
Tractivity 379	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As voiced at last night's meeting of the Parish Council, with EDG representatives in attendance, it is obvious that the local community of Williton do not want any of the proposed buildings or park and ride in Williton, not least because of the flood dangers, and as suggested there are other sites that could be used. The Quantock Hills are designated as an Area of Outstanding Natural Beauty, well from where I live and the surrounding areas, that beauty will be lost on everyone, including the toursts we rely on for income.</p>	9065-936-2402	/			
Tractivity 394	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 don't think EDF have any idea as to how disruptive this project will be to the people of Williton. As to the plans to build on a flood plain I think this is ridiculous and hasn't been looked into.</p>	9079-936-3270	/			
Tractivity 584	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>I have commented only on Williton as I'm afraid I do not have enough knowledge regarding the other proposals. I do know what Williton does not have the infrastructure for your proposals. Very little thought seems to have gone into the two proposals sites. Both are flood plains. After tons of concrete are laid on these green fields would the surface water go? Williton village is already prone to flooding and sewage system is principally victorian. WILLITON DOES NOT WANT YOUR PARK & RIDE OR ACCOMODATION</p>	9363-936-5735	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62227	Public	Stage 1	<p>Environment and flooding</p> <p>The settlement of Williton (1250 dwellings) is located on a floodplain and the most recent severe floods were in December 2000. We are enclosing a copy of a CD showing the Williton flood exhibition for your reference and some press cuttings Appendix (Editor's note: pdf does not include appendices) Sites A and B are immediately adjacent to the floodplain and your own documentation refers frequently to environmental sensitivity so we question your logic of proposing to build in areas which are likely to increase our flood risk?. Surface water run off from development adjacent to the floodplain will result in additional water having to be sustained by the watercourses in existence. Both sites A and B have ancient drainage leat systems which divert the excess water from these sites directly into the existing watercourses. Please provide us with full Environment Agency assessments of the potential flood impact of your proposed developments on these sites. Please also confirm that Doniford Pumping station has the capacity to deal with your potential development along with confirmation that Watchet Sewage works will also have the ability to deal with the increased sewage levels.</p>	9436-936-2082	/			
Tractivity 62228	Public	Stage 1	<p>I have asked .(personal details removed) of the Environment Agency in Exeter, who was .(personal details removed) at the time to send me relevant documents on the flood relief scheme that was proposed for Williton. The EA did their own detailed survey following the information we gave them. .(personal details removed) who remembers it well is due to retire in three months time. Unfortunately we did not get the funding and we remain 'at risk'.</p> <p>The proposed site West of Williton will upset the traditional flood meadows of Williton and a possible route for a flood relief scheme (See map enclosed). It was suggested that the cost to the insurance companies was in the region of a million pounds. A flood defense system could cost in the region of £1,000,000, depending on how effective it had to be.</p> <p>The proposed site East of Williton, lies to the back of Tower Hill, which is a popular amenity for local people and walkers, with its lovely views of the Quantocks. On the night of the flooding, sheet flow was seen coming down the hillside, ten inches in places. Building and tarmac from any development replacing the grassy slopes will create run-off. Catwell, Townsend and Williton Station lie in the path of this. Any financial gains to the community could be wiped out with the cost of another flood.</p>	9982-936-339			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	<p>2.3.4 The proposed park and ride facility has been moved from the previous green field site at Mamsey Lane to an existing lorry park on the B3190 at Smithyard Terminal. The size of the proposed park and ride will be reduced from 328 spaces to 160 spaces. EDF Energy proposes that the site will revert back to a lorry park upon completion of Hinkley Point C Station.</p> <p>2.3.5 The site lies in an area designated as Flood Zone 1.</p>	89865-936-6954			/	

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 Drainage and pollution prevention measures should be looked into for this site. Interceptors may be required to deal with the drainage for a 350 car car park and rid. SUDs development techniques should be incorporated into the design of this area to try and reduce the effect of the development on the surrounding environment. With the loam over gravel soils in the Williton area SUDs techniques may be a feasible option to control surface water runoff. Any associated welfare facilities with the park and ride (toilet block) should have adequate treatment facilities developed. And any associated discharge consents or agreements with the local water company to take the sewage must be in place before use.	88830-941-19503	/			The drainage comments relating to the Williton park and ride facility site were received at Stage 1 and Stage 2 from the Environment Agency, councils and members of the public. These were primarily concerned with the general drainage issues which could have affected the original Williton site, which is just west of Williton village. Many of these these comments referred to the need for EDF Energy's Flood Risk Assessment (FRA) and Environmental Statement (ES) to assess if development would lead to increased water run-off rates and to evaluate drainage and pollution measures for the developments.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Water Quality Drainage and pollution prevention measures should be looked into for this site. Interceptors may be required to deal with the drainage for a 350 car, car park and rid. SUDs development techniques should be incorporated into the design of this area to try and reduce the effect of the development on the surrounding environment. With the loam over gravel soils in the Williton area SUDs techniques may be a feasible option to control surface water runoff. Any associated welfare facilities with the park and ride (toilet block) should have adequate treatment facilities developed. And any associated discharge consents or agreements with the local water company to take the sewage must be in place before use.	88830-941-20553	/			Although these comments have been considered, it should be noted that the location of the Williton park and ride facility site is now located 1.3 km to the north west of Williton village and located completely within an area designated as Flood Zone 1. A Drainage Strategy has been developed for the proposed Williton development site which will ensure that surface water and foul water discharged from the site are managed effectively. The impacts from surface water will be attenuated on the proposed development site by the provision of a cellular storage tank and a series of conveyance swales. Flows from the tank will be limited to pre-development run-off rates, before connecting with the existing site drainage and discharging to a surface water ditch near the site. Foul water will be managed using a package sewage treatment works which will discharge to the surface water drainage system. The Combwich Flood Risk Assessment contains more details.
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous. The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful. To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable. Also, it's a flood plain. Both sites are!	8968-941-1993	/			
Tractivity 546	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? Cannot see any possible use for Williton park and ride, 350 car capacity, before or after construction. Transport links in Williton very basic, no incentive for driving to Williton to go by bus from there. Scheme far too large for small community. Affect natural drainage of area prone to flooding.	9215-941-4398	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>Also marked in red is where sheet flow took place on 7th Dec /2000.</p> <p>("Sheet Flow' is the generic (technical) term to describe a stage beyond mere waterlogging of ground- A "Sheet Flow' occurs when waterlogged catchment land reaches the point of complete saturation and the water lying on it will move off in a sheet onto the next lowest ground-'</p> <p>Source-. (personal details removed), Environment Agency.)</p> <p>-Building on a catchment area results in rainfall reaching the waterway much faster, triggering flooding.'</p> <p>Source: .(personal details removed), Flood Defence Commission, Royal Inst. Chartered Surveyers.</p> <p>(Heavy rain on the catchment land East of Williton resulted in sheet flow and extensive flooding downstream,)</p>	9400-941-411			/	
Tractivity 62228	Public	Stage 1	<p>I have asked .(personal details removed)of the Environment Agency in Exeter, who was .(personal details removed) at the time to send me relevant documents on the flood relief scheme that was proposed for Williton. The EA did their own detailed survey following the information we gave them. .(personal details removed) who remembers it well is due to retire in three months time. Unfortunately we did not get the funding and we remain 'at risk'.</p> <p>The proposed site West of Williton will upset the traditional flood meadows of Williton and a possible route for a flood relief scheme (See map enclosed). It was suggested that the cost to the insurance companies was in the region of a million pounds. A flood defense system could cost in the region of £1,000,000, depending on how effective it had to be.</p> <p>The proposed site East of Williton, lies to the back of Tower Hill, which is a popular amenity for local people and walkers, with its lovely views of the Quantocks. On the night of the flooding, sheet flow was seen coming down the hillside, ten inches in places. Building and tarmac from any development replacing the grassy slopes will create run-off. Catwell, Townsend and Williton Station lie in the path of this. Any financial gains to the community could be wiped out with the cost of another flood.</p>	9982-941-339	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- 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 design is not included.	89409-941-4604	/			

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 Update	<p>Williton Park and Ride</p> <p>The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.</p>	89711-941-5793	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sampfod Brett Parish Council	Statutory Consultee	Stage 1	a. Facilities and infrastructure at Williton are not appropriate to support an influx of 200 workers who would represent a significant proportion of the population. b. Much of the land designated is in a flood plain and has experienced much flooding in recent years. a problem which can only be exacerbated by additional building and car parks.	8719-939-388	/			<p>The majority of consultees' comments were received at the Stage 1 and Stage 2 consultations, and were primarily concerned with the potential risks of developing a site within a known floodplain and how this could increase the future flood risks for existing properties in Williton. The comments particularly reflected the experiences of residents in Williton who had been affected by flooding in December 2000.</p> <p>Although these comments have still been considered, it should be noted that the location of Williton park and ride facility site for the development consent application is now located 1.3 km to the north west of Williton village and located completely within an area designated as Flood Zone 1. This designation means that the site is located on land which has been assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year (<0.1% AEP). The location of the site within Flood Zone 1 also means that all types of development are appropriate for this site, based upon current definitions in the government's Planning Policy Statement 25 'Policy: Development and Flood Risk'.</p> <p>Although the Environment Agency mapping is a starting point for assessment of flood risk, additional work has been undertaken to evaluate the current baseline flood risks for the Williton park and ride facility site. This work has included detailed assessment of available historical flooding records; review of groundwater information; review of sewer flood history and records (as recorded by Wessex Water); and consideration of the surface water flood risks for the site.</p> <p>This work has confirmed that there is a low probability of flooding from each of the key flood sources. This has been reflected in the final mitigation actions outlined in the Chapter 13 of Volume 10 of the Environmental Statement and the Williton Flood Risk Assessment (FRA).</p>
Sampfod Brett Parish Council	Statutory Consultee	Stage 1	The run off of water associated with a Park and Ride scheme would further increase the risk of flooding.	8719-939-3083	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Clarity is required on the level of flood risk for each search area and flood implications of further development on the village centre, which falls within the flood plain of the Doniford Stream and its tributaries. A comprehensive approach to flood risk management in the village will be required;	88460-939-5058	/			
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? I hear it is going to be sited next to an old peoples home. Would you like to spend your last days next to it? The route you are proposing is not good there are many tractors and trailers that use i. there acan often be geese in the road. I often have difficulty in a car going through Stogursey. There are many lorries that get stuck by Shurton Bridge. The roads flood and are totally unpassable. Where are hounds being exercised as well as racehorses early in the morning, the A39 etc would be a lot quicker.	9928-939-4361	/			
Tractivity 315	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. WHy has Nether Stowy, Holford, Kilve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustucture will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.	9003-939-2021	/			
Tractivity 331	Public	Stage 1	Additional roads/car parking etc would considerably increase the possibility of flooding. The area is only just above sea level and the flats area toward Donniford Bay are already liable to flood.	9019-939-2629	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 337	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>[NB note added under the chosen tick box: We have a care home and don't need a hotel. The hotel we did have closed.]</p> <p>Totally against ANY use of Williton as a site for construction workers because:</p> <p>Development to the east would mean destruction of beautiful fields - currently a great local amenity. Parts of these fields are low lying, easily water logged - prone to flooding.</p> <p>With regard to both sites - many years of extra traffic on already busy, winding roads.</p> <p>Presence of single men has potential for trouble - 3 policemen cover a large area.</p> <p>Pressure on local services - eg medical.</p>	9025-939-2389	/			
Tractivity 379	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As voiced at last night's meeting of the Parish Council, with EDG representatives in attendance, it is obvious that the local community of Williton do not want any of the proposed buildings or park and ride in Williton, not least because of the flood dangers, and as suggested there are other sites that could be used. The Quantock Hills are designated as an Area of Outstanding Natural Beauty, well from where I live and the surrounding areas, that beauty will be lost on everyone, including the tourists we rely on for income.</p>	9065-939-2402	/			
Tractivity 379	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>The aforementioned comments apply here. Also if flooding becomes an issue, and because of the proposed developments, Williton will be in more danger of flooding, would EDF be prepared to pay for any flooded homes and their contents? I think not.</p>	9065-939-3348	/			
Tractivity 396	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The extra accommodation in Williton will interfere with the infrastructure of the village & possibly damage the flood plane management.</p>	9081-939-2049	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 475	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The proposed options at Williton should be reviewed to take account of:</p> <p>1. Both areas are potential flood risks (environmental judgment). Building will exacerbate this issue and almost certainly lead to major problems in the future for the village.2. Alternative sites should be more fully investigated.</p> <p>a) Unused lorry park on road to Watchet (from A39 at Tropiquaria)</p> <p>b) Rising land to East of Williton - rising towards East Quantoxhead (East of railway line)</p> <p>c)Nether Stowey.</p>	9151-939-2545	/			
Tractivity 475	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>Main comments arise from village meeting held on Monday 4/12/10. Concern area building on potential flood plains in Williton is main concern. Large park and ride facilities will increase flood risks in the areas considered and because of restricted road access to the site, and human nature, I do not believe they will be fully used. Other, as yet unconsidered areas, should be looked at for the power station!</p>	9151-939-5681	/			
Tractivity 507	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. Why locate 200 workers 15 miles from the site down a long and winding road- a road on which it is almost impossible to passand which is frequently closed for long periods due to accidents?</p> <p>The A39 is already over-used by HGV's at all hours of day and night by buses, farm vehicles and other slow moving traffic during the day. Additional traffic will only exacerbate the situation. Why would EDF and its contractors wish to accommodate people ina location from which timely attendance on site cannot be guaranteed? What guarantees can EDF give that all workers would use the proposed bus services rather than their own vehicles?</p> <p>2. Both Williton sites will result in increased traffic through the village centre. The A39 and A358are both used to capacity. During the summer months traffic is frequently at a standstill in the village centre and beyond.</p> <p>3. The site to the west of Williton is on a flood plain (see the Environment Agency's flood mapping) contrary to the statement made on your</p>	9359-939-4128	/			
Tractivity 512	Public	Stage 1	<p>Williton suggested areas seem liable to flooding. Even with park and ride Williton workers will have cars and will increase use of A39 and A358 considerably - neither road can cope with this. Workers will be a long way from Hinkley - Nether Stowey seems much better placed with easier access to Hinkley and Bridgwater.</p>	9184-939-954	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 518	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Both Williton sites are on a flood plain. The site to the East of Williton is in the parish of Sampford Brett. Therefore there should be no build because of small village and no amenities. This site will also have an impact on adjoining residences.	9190-939-1995	/			
Tractivity 519	Public	Stage 1	As already stated siting of Williton is the wrong choice for accommodation and park and ride facilities. In addition both areas are prone to flooding. The Mamsey House area/field is beleived to be an ancient flood plain. Has the environment agency been considered or asked for comment?	9191-939-4262	/			
Tractivity 522	Public	Stage 1	Comments on Williton Proposal I think it entirely unreasonable to suggest, yet again, building accommodation on the soft land above Catwell when it has already been rejected on 3 occasions 1991, 1996 and 2009 on the grounds of flood risk and inadequate access to the village. If the site is to returned to village resident in approx 10 years it is the wrong side of the village and access to amenities would be very limited. The new residents would shop and relax else where. The flood plain arguement apply even more to the Mamsey House site and new *boded care home, F.E centre and registry office commence building this year on The Buny.	9193-939-2230	/			
Tractivity 584	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 commented only on Williton as I'm afraid I do not have enough knowledge regarding the other proposals. I do know what Williton does not have the infrastructure for your proposals. Very little thought seems to have gone into the two proposals sites. Both are flood plains. After tons of concrete are laid on these green fields would the surface water go? Williton village is already prone to flooding and sewage system is principally victorian. WILLITON DOES NOT WANT YOUR PARK & RIDE OR ACCOMODATION	9363-939-5735	/			
Tractivity 668	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? Please refer to my letter about flooding CD of survey of the Williton Flood 200 attached. Some communities may benefit.	9331-939-3685			/	
Tractivity 668	Public	Stage 1	Somerset County Council will have copies of the West Somerset Link Road survey showing route options if building worsens the prospect of flooding, a flood defence system could be needed for Williton.	9331-939-4566			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 668	Public	Stage 1	station at Hinkley Point? .(personal details removed) produced a detailed survey on the Williton Flood on December 7th 2000. We questioned about 200 people, including flood victims and eye-witnesses and were able to trace the route of the flood and find out why it wreaked such havoc. The environment agency used our survey, as well as their own to put forward a case for a flood defence system. Both proposed sites have flooding implications. Please read attached. CD enclosed.	9331-939-5714	/			
Tractivity 50918	Public	Stage 1	Also marked in red is where sheet flow took place on 7th Dec /2000. ('Sheet Flow' is the generic (technical) term to describe a stage beyond mere waterlogging of ground- A 'Sheet Flow' occurs when waterlogged catchment land reaches the point of complete saturation and the water lying on it will move off in a sheet onto the next lowest ground-' Source- .(personal details removed), Environment Agency.) -Building on a catchment area results in rainfall reaching the waterway much faster, triggering flooding.' Source: .(personal details removed), Flood Defence Commission, Royal Inst. Chartered Surveyers. (Heavy rain on the catchment land East of Williton resulted in sheet flow and extensive flooding downstream,)	9400-939-411	/			
Tractivity 60794	Public	Stage 1	(personal details removed) called to voice his problem with the accommodation in Williton. He said he remembered flooding in that feed and that it should be looked into. He felt there should be an alternative option.	9401-939-0	/			
Tractivity 62125	Public	Stage 1	In our opinion the only suitable legacy for Site B would be to return it to agricultural use. It outside the development boundary and is unsuitable for built development (as stated in the current Local Development Plan). Access to/from the A358 is very poor and any buildings are likely to be very visible from the Quantocks AONB and from the A39. The only areas of this site that may be partially screened from these viewpoints are within the flood plain, but are unsuitable for that reason. Any hard-standing would increase the flood risk to properties in Williton.	9413-939-1221	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62129	Public	Stage 1	we realise the country needs more energy and the government is hell bent on fast tracking nuclear power plants, maybe this is the right thing or not, my concerns are the way that EDF and local counsels are going about it, take the proposed development sites hear at Williton it outrageous to even think of carrying out this development both sites are high flood risk areas so no thought for local residence a huge development of this kind would create even more flooding then there is the road infrastructure, park and ride or no park and ride the roads are not fit for the extra traffic. EDF should go back to the 1980s proposal put a road link from Dunball to Hinkley Point keeping all traffic to one main road , park and ride could be North or South of Bridgwater, as far as accommodation is concerned either use existing ongoing developments and pos rental properties any other accommodation could be sited somewhere near the proposed new road thus saving fuel and energy which it is all about, leave the villages alone they would develop on there own as time goes on with Hinkley Point it is not rocket science	9416-939-0	/			
Tractivity 62216	Public	Stage 1	Both sites could be subject to flooding problems.	9432-939-1014	/			
Tractivity 62227	Public	Stage 1	It appears that EDF is being used to enable planning gain on land via Compulsory purchase because other attempts have failed When Williton floods in the future it will be EDF who will have enabled development to take place and the blame is likely to be put at your door- Do vou wish your legacy in this area to be of this nature? Are there not other benefits you could consider for West Somerset? - perhaps help to build the Ferry Pier in Minehead using the expertise you employ to build your own temporary pier. The Minehead Pier would provide a long term legacy for the whole of West Somerset that would enhance our main industry TOURISM!	9436-939-1438			/	
Tractivity 62227	Public	Stage 1	Environment and flooding The settlement of Williton (1250 dwellings) is located on a floodplain and the most recent severe floods were in December 2000. We are enclosing a copy of a CD showing the Williton flood exhibition for your reference and some press cuttings Appendix (Editor's note: pdf does not include appendices) Sites A and B are immediately adjacent to the floodplain and your own documentation refers frequently to environmental sensitivity so we question your logic of proposing to build in areas which are likely to increase our flood risk?. Surface water run off from development adjacent to the floodplain will result in additional water having to be sustained by the watercourses in existence. Both sites A and B have ancient drainage leat systems which divert the excess water from these sites directly into the existing watercourses. Please provide us with full Environment Agency assessments of the potential flood impact of your proposed developments on these sites. Please also confirm that Doniford Pumping station has the capacity to deal with your potential development along with confirmation that Watchet Sewage works will also have the ability to deal with the increased sewage levels.	9436-939-2082	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Topic: Flood Risk Management</p> <p>Issue: Safe access and egress has not been established.</p> <p>Comment: We are concerned that the primary route between the proposed park and ride facility and Hinkley Point passes through significant areas of flood zone 3. The sites FRA has highlighted this as an issue to be addressed at a later date (section 5.3.1),</p> <p>Action: safe access/egress must be addressed further at this stage. This should include an assessment of the flood depths to the road and consider what alternative route details, any flood warning systems etc.</p>	89086-939-39	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Issue: We require drainage calculations to assess flood risk management proposals.</p> <p>Comment: The surface water drainage system must deal with the surface water run-off from the site up to the critical 1% Annual Probability of Flooding (or 1 in a 100-year flood) event, including an allowance for climate change (i.e. for the lifetime of the development).</p> <p>Action: Further drainage calculations must be provided to support the information given in the FRA on the attenuation volumes required on site. A surface water drainage model must be included to demonstrate this (e.g. Windes or similar sewer modelling package calculations that include the necessary attenuation volume).If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site must be shown on a drawing. Additionally, the adoption and maintenance of the drainage system must be addressed and stated.</p>	89086-939-1820	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Issue: Sequential approach</p> <p>Comment: In several places the Flood Risk Study for Williton Park and Ride classifies the proposed site as solely falling within flood zone 1 (FZ1). Areas classified as flood zones 2, 3a and 3b fall within the red line boundary of the site. We are pleased to see that no new development is proposed in these areas, and therefore we accept that an appropriate on site sequential approach has been taken. This information should, however, be reflected in the report.</p> <p>Action: Reflect the sequential approach has been taken within the sites FRA</p>	89086-939-3463	/			
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>Information on flood risk requested, including on flood risk management</p> <p>Update August 2010:</p> <p>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.</p>	89328-939-1940	/			

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 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.	89408-939-3044	/			
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 residual flood risk off-site.	89409-939-4808	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Williton Park and Ride The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.	89711-939-5793	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	In the case of the proposed Williton Park and Ride Facility, EDF Energy should re-assess the flood risk for the proposed new site location.	89864-939-1773	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	The Indicative Layout Plan for the revised park and ride facility does not show a surface water lagoon(s) or any other form of surface water management. If the proposed park and ride increases the local impermeable drained surface area, there is potential for an increased flood risk in the immediate surrounding area. The site-specific Flood Risk Study for the previously proposed location needs to be updated to re-assess the new site location.	89865-939-7382	/			

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Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-assess the potential flood risks at the proposed new Williton Park and Ride facility;	89865-939-15924	/			
Tractivity 331	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is the hub of traffic for West Somerset with the A358/A39 meeting here. The roads are virtually at capacity use already and other proposals by County include further housing apart from EDF proposals thus further loading the e/isting infrastructure. Additional roads/car parking etc would considerably increase the possibility of flooding. The area is only just above sea level and the flats area toward Donniford Bay are already liable to flood.	9019-41-2262	/			
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			/	

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	Williton has long suffered from flooding of existing properties due to inadequate capacity of the existing channels through the town, many of them having been culverted in past years. The Environment Agency has investigated the possibility of a flood alleviation scheme for the town on many occasions in the past but has failed to justify any works on cost/benefit grounds. The pre-feasibility work carried out by ourselves had identified the construction of a flood bypass channel route around the west and north of the town, the upstream length being concurrent with the WIL-A site boundary. Should EDF wish to pursue WIL-A, it may be possible to lower the site flood risk category by delivering the flood alleviation measures, potentially in partnership with the EA, which would provide a worthy flood risk reduction legacy for the town, similar to Cannington. We would be happy to share our information with EDF and comment further if requested. If this work was done in advance of developing site WIL-A, it could be possible to assess the sequential test on the basis of a lower flood zone, possibly making the site flood zone 1 and comparable to WIL B	88830-942-17650			/	The mitigation comments relating to the Williton park and ride facility site were received at Stage 1 consultation from the Environment Agency and other consultees. These were primarily concerned with the general drainage issues which could have affected the original Williton site, located just west of the Williton village. These comments include the need for the Williton Flood Risk Assessment and the Environmental Statement to assess if development would lead to increased run-off rates and the evaluation of drainage and pollution measures for the developments. Although these comments have been considered, it should be noted that the location of the Williton park and ride facility site for the Development Consent Order application is now located 1.3 km to the north west of Williton village and located completely within Flood Zone 1.
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.	88830-942-26170			/	A drainage strategy has been developed for the proposed development site which will ensure that surface water and foul water discharged from the site are managed effectively. The impacts from surface water will be attenuated on the proposed development site by the provision of a cellular storage tank and a series of conveyance swales. Flows from the tank will be limited to pre-development run-off rates, before connecting with the existing site drainage and discharging to a surface water ditch near the site. Foul water will be managed using a package sewage treatment works which will discharge to the surface water drainage system.
Tractivity 668	Public	Stage 1	Somerset County Council will have copies of the West Somerset Link Road survey showing route options if building worsens the prospect of flooding, a flood defence system could be needed for Williton.	9331-942-4566			/	
Tractivity 379	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The aforementioned comments apply here. Also if flooding becomes an issue, and because of the proposed developments, Williton will be in more danger of flooding, would EDF be prepared to pay for any flooded homes and their contents? I think not.	9065-940-3348			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62228	Public	Stage 1	<p>I have asked .(personal details removed) of the Environment Agency in Exeter, who was .(personal details removed) at the time to send me relevant documents on the flood relief scheme that was proposed for Williton. The EA did their own detailed survey following the information we gave them. .(personal details removed) who remembers it well is due to retire in three months time. Unfortunately we did not get the funding and we remain 'at risk'.</p> <p>The proposed site West of Williton will upset the traditional flood meadows of Williton and a possible route for a flood relief scheme (See map enclosed). It was suggested that the cost to the insurance companies was in the region of a million pounds. A flood defense system could cost in the region of £1,000,000, depending on how effective it had to be.</p> <p>The proposed site East of Williton, lies to the back of Tower Hill, which is a popular amenity for local people and walkers, with its lovely views of the Quantocks. On the night of the flooding, sheet flow was seen coming down the hillside, ten inches in places. Building and tarmac from any development replacing the grassy slopes will create run-off. Catwell, Townsend and Williton Station lie in the path of this. Any financial gains to the community could be wiped out with the cost of another flood.</p>	9982-940-339			/	

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	-Flood Risk This area is within flood zone 3 and 2 we have a flood model (2008) for Williton which can be made available.	88830-937-19375			/	<p>The two modelling comments for this site were received at Stage 1 from the Environment Agency and highlighted the availability of the Environment Agency's 2008 flood risk model for Williton. These comments were particularly focused on the location of the old Williton site, which was located on a floodplain.</p> <p>The Williton site Flood Risk Assessment (FRA) which was undertaken for the Williton park and ride facility site located 1.3 km to the north-west of Williton village has shown that the risks of flooding from a range of sources, including rivers, tidal, rain, sewers, groundwater and reservoir failure is low. It was therefore concluded that it was not necessary to undertake any additional flood risk modelling for the Williton site.</p>
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	We have a flood model for Williton which can be made available.	88830-937-20486			/	

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	Based on the baseline information provided in Section 8.7 of the EnvApp, groundwater sensitivity across the site is characterised as very low. While this is expected to be generally the case, the SPZ definition suggests that groundwater underlying the site is not able to effect the nearby potable groundwater abstraction care has to be taken on site not to create any link. In addition there is no consideration of the link to the surface waters. In this case this may not affect the sensitivity.	89404-882-11350	/			<p>At Stage 1 and 2 consultations the location of the proposed park and ride facility at Williton was to the south of Williton. A revised site was proposed by EDF Energy at the Stage 2 Update consultation following comments received during the consultations undertaken at Stage 1 and Stage 2.</p> <p>The baseline conditions with respect to groundwater quality, levels, and resource use for the revised development site to the west of Williton are presented in the Geology, Land Contamination and Groundwater Chapter 12 of Volume 10 of the Environmental Statement (ES). This section provides an overview of the desk study, intrusive investigations and groundwater monitoring which have been undertaken at the site to establish a robust baseline description. Further details are provided as appendices to the chapter.</p> <p>The development site is underlain by a Secondary B Aquifer. It does not lie within a Source Protection Zone and there are no licensed potable groundwater abstractions within a 500m radius of the site. Therefore the value and sensitivity of groundwater at the proposed development site has been assessed as very low.</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	Cumulative effects of development with those from other elements of associated development on groundwater are not addressed in Section 2.10 of the EnvApp.	89404-885-14136	/			<p>The Environmental Appraisal presented at Stage 2 consultation provided limited information on the impacts of the proposed development site and did not consider potential cumulative impacts.</p> <p>Following intrusive investigations the assessment of the potential impacts associated with groundwater resources during the proposed development site at Williton was undertaken; this is presented within Chapter 12 of Volume 10 of the Environmental Statement (ES). The chapter also considers the potential for cumulative effects to occur during the proposed development site upon groundwater resources. Chapter 12 of Volume 10 of the ES includes information on the methodology for assessing cumulative impacts. Details of the overarching methodology for assessing cumulative impacts 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 HPC Project and the HPC Project with other developments which may impact upon groundwater resources.</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	<p>Potential construction phase impacts identified 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>This is acceptable considering the sensitivity of the underlying strata, although the impact of dewatering the site is not investigated in sufficient detail.</p>	89404-884-12185	/			<p>The proposed development site for Williton Park and Ride was changed following Stage 2 consultation. The same approach to impact assessment, which was deemed acceptable at Stage 2, was adopted in the Geology, Land Contamination and Groundwater Chapter 12 of Volume 10 of the Environmental Statement (ES) for the new site. The assessment has been supplemented by the collection of site-specific data, which has been used to inform an assessment of the potential impacts of the development to groundwater. Full details of the potential impacts are presented within the Chapter 12 of Volume 10 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 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 probably fair.</p> <p>Although the significance assigned to the impact from site drainage assumes some site mitigation (hydrocarbon separators and sediment traps) it is probably acceptable at this location due to the very low sensitivity of the underlying strata.</p>	89404-884-12728	/			
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. For this site the assessment is acceptable. 	89404-884-13230			/	
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 are generally identified as being negligible adverse, and this is generally acceptable considering the sensitivity of the underlying strata, although the impact of dewatering the site is not investigated in sufficient detail.</p>	89429-884-11729	/			
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 similarly proposed to be negligible, which is considered a fair assessment.</p>	89429-884-11995			/	

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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 methodology provides tables that describe 'sensitivity of receptor' and 'magnitude of effect'. A table that explains the Significance Criteria is not provided in this section nor a references to how the significance has been informed using the Table 5.4.4 in Vol 1 of the EnvApp.	89404-883-11874	/			The methodology and impact assessment matrix that have been adopted for considering geology, land contamination and groundwater are presented in Volume 1, Chapter 7 of the Environmental Statement (ES). Chapter 12 of Volume 10 of the ES discusses the methodology as applied to the Williton site.

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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	Applying a precautionary approach would dictate that mitigation is put in place to maintain existing groundwater conditions especially as the actual magnitude of change has not be quantified.	89404-886-13614	/			At Stage 2 the adoption of standard good practice and control measures were presented as mitigation subsequent to the impact assessment. In the ES, the adherence to legislative requirements and adoption of standard good practice has been assumed as part of the development design and are not considered as specific formal mitigation. Chapter 12 of Volume 10 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. Given the adoption of these measures no significant impacts to groundwater resources have been identified during the construction, operation and removal/reinstatement of the development site. No formal additional mitigation is therefore considered to be required.
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. Given the negligible nature of effect, this may be considered appropriate.	89429-886-12359			/	

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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 specific commitment to monitoring is provided. It is expected that this will be addressed within the EMMP.	89404-887-14316	/			<p>Environmental Management and Monitoring Plans (EMMP) have been developed for the Associated Developments including Williton and form Annexe 4 to the Environmental Statement (ES). The actions outlined within the EMMP will minimise the potential for adverse impact to occur to groundwater resources. The EMMPs will detail the potential environmental impacts and mitigation measures to be implemented and the associated monitoring requirements.</p> <p>The results of the groundwater analysis, conducted as part of the intrusive investigations following the Stage 2 consultation, did not identify the presence of a significant source of contamination at the proposed development site. The potential impacts are assessed to be of negligible significance and no need for specific ongoing groundwater monitoring has been identified at Williton.</p>

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Sedgemoor and West Somerset District Council's	Dual - Local authority and consultee with an interest in land (Sedgemoor)	M5 J24 and Bridgwater Highway Improvements	- West Street / A39 Broadway (Scheme C) - Clarity is sought on the extent of land required at the front of properties (Personal information removed) as the proposals could result in the loss of front gardens and further affect residential amenity in terms of noise and air pollution. Sedgemoor DC would seek to ensure that highway proposals do not prejudice Bridgwater Vision plans to create Westgate Square at the confluence of Penel Orliou, Mount Street and High Street and that a positive contribution towards the delivery of this scheme is provided.	89956-1793-12311	/			Comments received from Sedgemoor and West Somerset Council's, in response to the M5, J24 and Bridgwater Highways Improvements consultation, raised concerns over increases in air pollution impacts and proposed that a quantitative assessment of air quality should be carried out. Given the relatively minor scale of earthworks that would be required to complete each of the highway improvements, only very minor adverse air quality impacts are likely. The aim of the highway improvements is to release capacity across the road network, thus improve traffic flow, slightly increasing average vehicle speed and reducing vehicle queuing at junctions. This will lead to a marginal reduction in vehicular pollutant emissions, which will effectively mitigate any potential worsening of air quality at the closest (worst-case) receptors due to any change in the carriageway alignment and minor reduction of separation distance between road source and receptor. No quantitative assessment is considered to be required.
Sedgemoor and West Somerset District Council's	Dual - Local authority and consultee with an interest in land (Sedgemoor)	M5 J24 and Bridgwater Highway Improvements	- Only a 'qualitative' assessment of air quality is proposed and Sedgemoor District Council will seek to ensure that a 'quantitative' assessment is carried out as well. Monitoring undertaken by Sedgemoor suggests that air quality is already close to thresholds in some locations, including Junction 24 of the M5.	89961-1793-6689		/		
(Personal information removed)	Consultee with an interest in land	M5 J24 and Bridgwater Highway Improvements	10. Your proposals fail to address the problem for traffic trying to get out from side streets. Vehicles will back up and the exhaust fumes from queues will lower air quality in the side streets.	90081-1793-6359		/		

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is no discussion of cumulative impacts provided within Section 8.12 of Volume 3 to the EnvApp.	89407-921-30	/			<p>Following the Stage 2 Consultation, an assessment of potential cumulative impacts on historic environment assets has been undertaken and this is provided in Volume 11 of the Environmental Statement (ES)</p> <p>It is not anticipated that there will be any cumulative impacts on historic environment assets as a result of the proposed development.</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	We are also concerned about the impact of new development on Williton. Although we understand that growth is identified for the small town in the emerging core strategy we would urge you to reconsider this proposal given the scale of the development proposed and how this could impinge detrimentally upon the existing settlement. In particular the complex of tumuli on the western side of the town could be badly affected by a development in this area.	88850-920-10736	/			Following the decision by EDF Energy to pursue an alternative site for the Williton Park and Ride facility, the baseline assessment established that there is little or no potential for surviving archaeological remains on the site. It also concluded that there would be no impacts on the settings of designated heritage assets beyond the proposed development site boundary. Further information can be found in the Chapter 16 of Volume 10 of the Environmental Statement.
Tractivity 920	Public	Stage 2	8. Any other ideas or comments? I have made my views on this known by email. To attempt to bring heavy traffic through our ancient, narrow lanes and streets would be severely detrimental to a conservation area.	9678-920-4729			/	
Tractivity 584	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? 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? West of Williton- this site is a archeological significance. Any proposed park and ride should be situated outside the village, there used to be a lorry park on the road between the old BBC station and Watchet or how about on the A39 a the landfill site at Rydon but detriictly outside the village perimeter to demolish hight and noise pollution. Whoever thought adjacent to a nursing home and hospital would be a good idea or maybe the sick and elderly don't count in this society?	9363-920-3560	/			
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 temporary exemption land at (Editor's note: missing word in pdf)	10190-920-14249	/			
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 predicts that the construction of the P&R would result in impacts upon the buried remains of an undated gully and also would result in the removal of an important hedgerow alongside Mamsey Lane, resulting in a predicted impact of Moderate Adverse. The report predicts that the impact on the setting of the nearby Scheduled Battle Gore Barrow Cemetery would be Moderate Adverse. A Grade I star graveyard cross and Church of St Peter would experience a Moderate Adverse effect on their settings. A number of Grade II Listed Buildings to the south east would experience minor adverse effects, as would a grade II milestone adjacent to the A39. Orchard Wyndham's landscape park is also predicted to experience a minor adverse effect. Other listed buildings are predicted to experience no effect as a result of the scheme.	89406-920-10036	/			

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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 EnvApp identifies the uncertainty associated with assessment of impacts as a result of the scheme and landscape mitigation designs not being finalised. 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.	89406-920-12766	/			
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 on off-site assets appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed.	89406-920-13427	/			
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 impacts upon HLC have been assessed.	89406-920-13845	/			
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 impacts upon HLC have been assessed.	89406-920-14084	/			
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.	89429-920-18946	/			

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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	Conservation of the historic environment is an important consideration for the site and investigation of the potential to include Sydenham Manor House in the scheme design should be given further consideration.	89359-1046-4899		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The geology and soils chapter, paragraph 2.4.7 reports that a BGS borehole, sunk in the centre of the BRI-A site, identified 0.9m of made ground beneath which is a sequence of alluvium, comprising layers of clays and peat, to a depth of 24m. These sequences, in particular the peat, may be of archaeological significance, and therefore the impact upon the development upon them should be considered in the assessment.	89364-1046-11675	/			
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 identifies the uncertainty associated with assessment of impacts as a result of the scheme and landscape mitigation designs not being finalised.	89364-1046-13395	/			
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.	89364-1046-13554	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Residual effects during construction are described in paragraph 2.12.69, and with regard to specific assets in table 2.12.5. 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. Reference should also be made to the residual impact upon alluvial sequences.	89364-1046-13818	/			

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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>Operation</p> <p>The residual effects that would be realised during operation are considered in paragraph 2.12.75 and table 2.12.16. This identifies that the effect on the Sydenham Manor would be the same as during construction.</p> <p>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</p>	89364-1046-14217	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A Grade II listed Building adjacent to BRI-A was ascribed a potential minor adverse impact upon its setting. 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.	89425-1046-12053			/	
Natural England	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>Williton barrows</p> <p>Location: O2, Orchard Wyndham map</p> <p>Status: scheduled ancient monuments, property conditionally exempt from inheritance tax (outstanding land of historic and scenic interest at Orchard Wyndham estate)</p> <p>Public access: visible from adjacent public highway</p>	8737-381-17001	/			
Tractivity 584	Public	Stage 1	West of Williton- this site is a archeological significance. Any proposed park and ride should be situated outside the village, there used to be a lorry park on the road between the old BBC station and Watchet or how about on the A39 a the landfill site at Rydon but detriactly outside the village perimeter to demolish hight and noise pollution. Whoever thought adjacent to a nursing home and hospital would be a good idea or maybe the sick and elderly don't count in this society?	9363-926-3898	/			

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	We are also concerned about the impact of new development on Williton. Although we understand that growth is identified for the small town in the emerging core strategy we would urge you to reconsider this proposal given the scale of the development proposed and how this could impinge detrimentally upon the existing settlement. In particular the completion of tumuli on the western side of the town could be badly affected by a development in this area.	88850-919-10736	/			The scope and methodology for baseline studies and impact assessment were agreed with Somerset County Council Historic Environment Service (SCC HES) and English Heritage. Following the decision to pursue an alternative site for the Williton park and ride facility, a desk-based assessment was undertaken to determine the potential for archaeological remains within the proposed development site boundary.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In summary, we consider that while some aspects of the baseline conditions reported in the EnvApp to be accurate, robust and reasonable for an initial assessment of impacts, 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, are significant omissions which remain to be addressed.	89406-919-4969	/			All work was carried out in accordance with published standards and guidance, including the Somerset County Council Heritage Service Archaeological Handbook (2009) and the Institute for Archaeologists' (IfA) Standards and Guidance for Desk-Based Assessment (2008). In the absence of standards or guidance published by the IfA or English Heritage specifically relating to Environmental Impact Assessments for the historic environment, guidance on assessing the effects of roads schemes on heritage, given in the Design Manual for Roads and Bridges (DMRB), Volume 11: Environmental Assessment, Section 3, Part 2, Cultural Heritage has been adapted for the Chapter 16 of Volume 10 of the Environmental Statement (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 considered that reference to these sources is essential to attain a sufficient understanding of baseline conditions.	89406-919-5678			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Impacts to HLC have not been undertaken and will be included once landscape mitigation proposals have been finalised. The absence of results from trial trenching is noted, and it is stated that these will be included in the ES. In the absence of the completed assessment of the residual effects on the historic landscape, and the fact that the design of the P&R is still in development it is considered that it would be necessary to update the assessment once proposals have been finalised.	89406-919-6919	/			
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 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.	89406-919-8379	/			

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	While the adaptation of the DMRB approach is described, the reasons and justification for this are not addressed within the chapter. 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.	89406-919-9042	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	We further note that Table 8.12.1 shows the criteria used to determine 'importance', not 'sensitivity, as stated in the title (sensitivity of an asset is based on professional judgement).	89406-919-9706	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The adopted 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.	89407-919-2902	/			
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 te/t. The bibliography does not refer to any EH or IfA guidance.	89364-1045-9744	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Although we accept that the DMRB approach in its prescribed form represents an appropriate impact assessment methodology, and represents best practice, Section 2.12.25 describes that the approach adopted is actually an adaptation of the DMRB methodology. While the adaptation of the DMRB approach is described, the reasons and justification for this are not addressed within the chapter. 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.	89364-1045-9875	/			

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 2.12.1 shows the criteria used to determine 'importance', not 'sensitivity, as stated in the title (sensitivity of an asset is based on professional judgement).	89364-1045-10816	/			
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 the reasoning behind the assessment of operational effects appears to be sound.	89364-1045-12460			/	

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 mitigation is proposed during the operational or reinstatement phases. We consider the suggested approach to on-site archaeological remains to be acceptable in principle; the detailed methodology for preservation by record must be agreed with Somerset Historic Environment Service. The proposed landscape mitigation has not been finalised and so it is not possible to ascertain whether this would be effective at this time.	89406-922-12310	/			No archaeological remains have been identified within the proposed development site boundary and therefore mitigation will not be required.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The P&R facility has been subject to based research, field reconnaissance survey, geophysical survey and trial trenching. It is considered that this level of investigation is sufficient to assess the impacts upon on-site buried heritage assets. The EnvApp predicts that the construction of the P&R would result in moderate adverse effects upon an undated gully and an historic hedgerow alongside Mamsey Lane, due to the removal of these features. Preservation by record is proposed as mitigation for these; this approach is considered acceptable in principle, however detailed proposals would require agreement with Somerset Historic Environment Service.	89429-922-17583	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Three scheduled monuments are identified within the study area, two of which are also Grade II Listed Buildings (a churchyard cross and a market cross); the third is the Battle Gore Barrow Cemetery to the north of the site. 29 Listed buildings (including the two crosses) are identified within the study area, and a further 9 listed buildings on the periphery of the study area are also included in the assessment. The EnvApp predicts a moderate adverse effect on the setting of the Battle Gore Cemetery, as well as upon the Grade II * Church of St Peter and graveyard cross. Mitigation for these effects is proposed to be included in the landscape mitigation proposals; these have not been finalised.	89429-922-18241	/			

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	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.	89407-923-156			/	As no mitigation is proposed for impacts to heritage 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 2	Williton Park and Ride - Landscape Baseline - 8.11.27 Although stating the AONB sits just 2.3. km from the site, there is no description of the interrelationship of Williton and the Quantock Hills. There should be a clear description of prominence of the hills overlooking the village.	89122-909-2875	/			<p>The Landscape and Visual Impact Assessment (LVIA), and supporting studies and surveys, for the Williton development were conducted for all phases of the proposed development, in accordance with the principles set out by the Landscape Institute (LI) and Institute of Environmental Management Assessment (IEMA) 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> <p>The proposed development is sited at the former Smithyard Terminal, a brownfield site on the B3190. Bus services from the park and ride would also pick up workers based in Williton itself.</p> <p>On this basis, a number of site-specific concerns raised during Stage 1 and 2 consultation relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. The relationship between the new site and the Quantocks Area of Outstanding Natural Beauty (AONB) is explored in the baseline of the LVIA in terms of both landscape character and as a visual receptor. Assessment has then been carried out of potential landscape and visual impacts both during the day and at night.</p> <p>In response to several consultation comments requesting detailed tree analysis a tree survey has been carried out to British Standard BS5837: 2005 and is provided as an appendix to Chapter 15 of Volume 10 of the Environmental Statement. It has been used to inform the baseline of the LVIA and has been used in the assessment of impacts.</p>
Quantock Hills AONB Service	Statutory Consultee	Stage 2	- There are no descriptions of any Quantock Hills Landscape Character Areas which provide important contextual information to the site and surrounds. - Inconsistency of information - AONB 2.3 km from site (8.11.27) and AONB 2.6. km from site (8.11.41)	89122-909-3221	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The consultation should provide and use Tree Surveys to British Standard.	89250-909-1275	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Tree and hedgerow surveys (as required by 1 App planning application forms) Phase 1 Habitat Survey does not provide the specific detail required by BS5837.2005.	89250-909-6550	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Both the Landscape and Visual baseline has been evaluated adequately in line with GLVIA guidance to a level that would be expected for a development of this size and extent of potential impact on both resources. The methods used to acquire the baseline data appear to be robust at this stage of the review process.	89406-909-58			/	

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 2	- The AONB Service is very concerned that it has not been consulted in respect of LVIA for any of the ADS. This is inadequate given the proximity and visibility of locations from the AONB (including at night).	89122-917-1798		/		<p>At the time of the Stage 2 consultation landscape and visual assessment work was ongoing. Since then, work has been completed and the full results of this have been incorporated into the Landscape and Visual Chapter (Volume 10, Chapter 15) of the Environmental Statement (ES), which now presents a robust baseline on which to draw conclusions in the impact assessment.</p> <p>The Quantock Hills Area of Outstanding Natural Beauty (AONB) Service were concerned that they had not been consulted on the landscape and visual impact of the proposals. Subsequently, further informal engagement with the AONB Service has been undertaken.</p> <p>Views from the AONB were obtained for each of the associated developments and potential impacts on landscape character, where appropriate, are assessed within individual associated development chapters. The methodology agreed through consultation for the Hinkley Point C (HPC) main site development has been used for the Landscape and Visual Impact Assessment of the associated developments.</p> <p>Comments received in respect of lighting were incorporated into the lighting strategies for the associated developments</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No lighting assessment has been carried out.	89328-917-1654	/			

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: 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>	89328-916-2223	/			The assessment methodology and all supporting graphical material have been updated since the Stage 2 consultation. Confirmation of the new site and detailed drawings are included in Chapter 15 of Volume 10 of the Environmental Statement , giving a clearer indication of the impact of the proposals on the development area. A reinstatement/restoration plan is also included.

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	Key Potential Issues: Reference should be made here to the potential visual impacts from the Quantock Hills AONB, particularly in light of the fact that a number of open access heathland hills directly overlook the town e.g. Weacombe Hill, Bicknoller Hill and Beacon Hill.	8734-911-8571	/			<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.</p> <p>The assessment of impacts in the Chapter 15 of Volume 10 of the Environmental Statement (ES) has been further developed since the Stage 1 and Stage 2 Consultations.</p> <p>A request was made that the potential visual impacts on the Quantock Hills Area of Outstanding Natural Beauty (AONB) be examined within the assessment. The relationship between the site and the Quantocks AONB is explored in the baseline of the Landscape and Visual Impact Assessment (LVIA) in terms of both landscape character and as a visual receptor. Assessment has then been carried out of potential landscape and visual impacts during both day and at night.</p> <p>The site has existing bunding and mature tree and shrub screening around its perimeter. This would be retained as part of the layout of the site specifically to screen views into the site and to minimise any lighting impacts.</p> <p>Clarification was requested as to the definition of 'temporary' and 'short-term' as used within the LVIA and details of the predicted timescale for the phases of the development. Each landscape and visual impact within the LVIA has been assessed and assigned a duration of either short, medium or long term (see Chapter 7 of Volume 1 of the ES).</p>
Sampford Brett Parish Council	Statutory Consultee	Stage 1	The settlement would be an intrusion into an area of Outstanding Natural Beauty and be visible from the Quantock Hills.	8719-911-1263	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-911-5955	/			
Tractivity 827	Dual - Consultee with an Interest in Land and Public	Stage 2	Also I live at .(personal details removed) and I am worried about the light and noise at night.	9585-911-3621	/			
Tractivity 881	Public	Stage 2	8. Any other ideas or comments? Same comments as q 7	9639-911-4463			/	
Tractivity 240	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? Have you been to Williton? Park and Ride I dont think so !	8936-911-3658			/	
Tractivity 375	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? See answer to question 6. The site to the east of Williton is inappropriate in many ways and does not link to the A39 road necessary for the transportation of people to Hinkley Point. It is highly visible land and should be retained as farmland.	9062-911-3326	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 379	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As voiced at last night's meeting of the Parish Council, with EDG representatives in attendance, it is obvious that the local community of Williton do not want any of the proposed buildings or park and ride in Williton, not least because of the flood dangers, and as suggested there are other sites that could be used. The Quantock Hills are designated as an Area of Outstanding Natural Beauty, well from where I live and the surrounding areas, that beauty will be lost on everyone, including the tourists we rely on for income.</p>	9065-911-2402	/			
Tractivity 416	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Why does one of the planned accommodation/park & ride sites need to be in Williton? This part of the A39 is already far too busy without adding to the traffic problems. We bought our house on Tower Hill, Williton, in 2008 as our dream home, mainly because of the open views over the Bristol Channel & the beautiful aspect of the Quantock Hills, I cannot believe there is a possibility that this could be ruined by construction directly in our line of view!</p>	9098-911-935	/			
Tractivity 453	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: Very Important</p> <p>2. Creation of wildlife habitats</p> <p>Box ticked: Important</p> <p>2. Grassland</p> <p>Box ticked: Important</p> <p>2. Woodland</p> <p>Box ticked: Important</p> <p>2. Any other ideas or comments?</p> <p>no data</p>	9131-911-0	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>The area referred to as East of Williton is the local beauty spot, much-used by walkers, shoppers and children. It is a haven for those with dogs and children, in need of fresh air and a stroll. It is a way to reach Williton avoiding the narrow paths and lorries of the A39 (where two cannot pass without one stepping in the road). Children come this way from the housing estates to reach the Memorial Ground, playpark and shops, safely using the automatic crossing in Williton.</p> <p>This area matches the beauty of well-known beauty spots anywhere in this country and deserves to be preserved for the future and for others who come this way. We ask that you refrain from taking this land from the people.</p>	9400-911-1322	/			
Tractivity 62125	Public	Stage 1	<p>In our opinion the only suitable legacy for Site B would be to return it to agricultural use. It outside the development boundary and is unsuitable for built development (as stated in the current Local Development Plan). Access to/from the A358 is very poor and any buildings are likely to be very visible from the Quantocks AONB and from the A39. The only areas of this site that may be partially screened from these viewpoints are within the flood plain, but are unsuitable for that reason. Any hard-standing would increase the flood risk to properties in Williton.</p>	9413-911-1221	/			
Tractivity 62579	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>I am also incredulous as to why siting the Park and Ride adjacent to an Old Peoples Nursing home is considered acceptable. Movements from 7am to 11pm every day plus the lighting and traffic congestion it will cause, it would appear no one thought of the implications on Mamsey house or maybe EDF simply don't care about the Care home ?</p>	10130-911-811	/			
Tractivity 62469	Public	Stage 2	<p>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.</p>	89470-911-16014	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>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.</p>	89406-911-1162			/	

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	Landscape sensitivity is judged to be moderate and this type of development is described in Vol 3 Ch 8 para 8.11.43 Compatibility is judged to be incompatible with Williton village and the surrounding 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.	89406-911-2368	/			
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, 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.	89406-911-2742	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	We question how beneficial residual effects have been arrived at. The existing site consists of open fields and farmland on the outskirts of a village, and therefore presumably returning it to its original state would only constitute a Neutral impact.	89406-911-3561	/			
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.	89429-911-15160	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Likely residual effects may remain in relation to the mitigation in the form of planting which will not take full effect until well after the construction phase is over and it likely that it will not be fully effective in terms of visual screening until well into the operational phase. Mitigation proposals can do little to reduce landscape incompatibility issues and they seem to be reliant on increasing biodiversity when suggesting beneficial impacts. With site clearance expected in 2010, and construction extending beyond 2018, it is conceivable that 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.	89429-911-15633	/			

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	A question remains as to how beneficial residual effects have been arrived at. The existing site consists of open fields and farmland on the outskirts of a village, and therefore presumably returning it to its original state would only constitute a neutral impact	89429-911-16496	/			

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	4.9 Williton Key Potential Issues: Reference should be made here to the potential visual impacts from the Quantock Hills AONB, particularly in light of the fact that a number of open access heathland hills directly overlook the town e.g. Weacombe Hill, Bicknoller Hill and Beacon Hill.	8734-910-8555	/			There were a number of comments concerning the adequacy of the methodology used for the Landscape and Visual Impact Assessment. The methodology for, and presentation of, the assessment of impacts in Chapter 15 of Volume 10 of the Environmental Statement (ES) was further developed following the Stage 2 consultation.
Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	Many of the same issues and inconsistencies discussed above occur in the assessment of landscape and visual impact for the off-site associated development. We would encourage careful reconsideration of the method and rigour of assessment applied in determining the potential impacts of these developments and identification of opportunities to mitigate such impacts. Clear and explicit assessments of landscape and visual impacts on designated landscape (AONB and inheritance tax exempt land, notably Orchard Wyndham and Williton Park and Ride development), general landscape character, elements and features within the landscape and visual amenity should be carried out.	89110-910-2507	/			Concerns were raised that a viewpoint had not been provided from the Quantock Hills Area of Outstanding Natural Beauty (AONB). The Landscape and Visual Impact Assessment (LVIA), and supporting studies and surveys, for the Williton site were conducted for all phases of the proposed development. These were carried out in accordance with the principles set out by the Landscape Institute (LI) and Institute of Environmental Management Assessment (IEMA) 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, and following confirmation of the Smithyard Terminal site, further field surveys were undertaken and a viewpoint was obtained from Beacon Hill which was then
Quantock Hills AONB Service	Statutory Consultee	Stage 2	- Table 8.11.4. Given that there are a number of references up to this point in the chapter about the Quantock Hills AONB, there is no Quantock Hills viewpoint forming part of the assessment. This is a major omission, particularly given that table 8.11.3 makes reference to 'Some long distance views of this site exist from the hills overlooking Williton, including Quantock Hills AONB). Why isn't there at least one AONB viewpoint?	89122-910-3523	/			

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	<p>The methodology used should be included under each site as there will be people only interested in reading about this development and the methodology should be as thorough here as with the main site.</p> <ul style="list-style-type: none"> - No Quantock Hills viewpoint forms part of the assessment, this is a significant omission particularly as the document states there are views of the site from the Quantocks. - Environmental Appraisal Volume 3 Chapter 8, 8.11, 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. - Environmental Appraisal Volume 1 Chapter No.5 - Environmental Impact. The methodology used is broadly acceptable other than significant points raised above. - Environmental Appraisal Volume 2 - Section 21.4. The methodology is broadly acceptable but some local impacts may be underestimated because of the generalised nature of the approach. - The sensitivity of the landscape resource (21.4.6) value placed on the landscape may be contrary to localism agenda, guidance in PPS9 and local plans which states landscapes will be valued for their own sake. - The documents need to be clear whether indicators listed regarding sensitivity (21.4.6) and significance (Table 21.4.2) are to be applied at a local level or at a national level. Vol.3 rather confuses the two. It should be a local assessment and in that respect Vol.3 assessments are underestimates of impact. - Table 8.11.1 Impact Magnitude Table should be entitled 'Significance of Effects' so that the relationship to the Significance Criteria table 8.11.2 is clear. - 8.11.27: There is no description of any Quantock Hills Landscape Character Areas or of the interrelationship of Williton and the Quantock Hills. There should be a clear description of prominence of the hills overlooking the village. - There is an inconsistency in the information provided, 8.11.27 states that the Area of Outstanding Natural Beauty (AONB) is 2.3 km from site and 8.11.41 states that the AONB 2.6 km from site. <p>Adequacy of assessment, particularly with respect to impacts</p> <p>The following points are made in relation to the adequacy of assessment of impacts in relation to Landscape and Visual Impact:</p> <ul style="list-style-type: none"> - Potential Construction Phase Impacts - 8.11.60 and Potential Operational Impacts - 8.11.77. Reference is made to adverse visual impact due to lighting (including impact on the AONB) but there is no evidence of any thorough assessment of lighting or what the impacts would be. 	89250-910-1769	/			assessed within the LVIA.

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The following key risks have been identified: - Underestimation of impacts on receptor sites - Exposed costal site may not be conducive to establishment of 'screen' planting.	89250-910-6940	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- The Smithsyard Terminal site already benefits from semi-mature landscape planting, in the form of a tree screen around the boundary. Further details informed by a landscape and visual impact assessment will be required.	89895-910-7656	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>The area referred to as East of Williton is the local beauty spot, much-used by walkers, shoppers and children. It is a haven for those with dogs and children, in need of fresh air and a stroll. It is a way to reach Williton avoiding the narrow paths and lorries of the A39 (where two cannot pass without one stepping in the road). Children come this way from the housing estates to reach the Memorial Ground, playpark and shops, safely using the automatic crossing in Williton.</p> <p>This area matches the beauty of well-known beauty spots anywhere in this country and deserves to be preserved for the future and for others who come this way. We ask that you refrain from taking this land from the people.</p>	9400-913-1322	/			<p>Responses received during the Stage 1 and Stage 2 consultations raised concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the proposed development is now sited at the former Smithyard Terminal, a brownfield site on the B3190. On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to landscape and visual impacts associated with the development of the previous site are therefore not addressed in any further detail. Concerns raised which are relevant to the Smithyard Terminal site are examined below.</p> <p>Several consultation comments requested detailed tree analysis for the site, a tree survey has been carried out to British Standard BS5837: 2005 and is provided as an appendix to Chapter 15 of Volume 10 of the Environmental Statement. It has been used to inform the baseline of the Landscape and Visual Impact Assessment and has been used in the assessment of impacts.</p> <p>No specific landscape mitigation has been designed for this site. The site benefits from existing bunding and a mature tree and shrub screen. As part of the design semi-improved grassland and additional shrub planting has been proposed around the perimeter.</p>
Exmoor National Park Authority	Local Authority	Stage 2	<p>The provision of a Park and Ride facility, which is located to the west of the Hinkley Point site, should help workers from Exmoor travelling to the site. It is considered that the key environmental issue with this site itself is the potential for light pollution and its impact on the National Park. The applicants have set out proposals to minimise light spill from the site, however the parking areas will appear as a built extension into open countryside. It is considered that this concern should also be highlighted to EDF Energy as an issue they should ensure is addressed in the detailed planning of the site.</p>	10209-913-11912	/			
Exmoor National Park Authority	Local Authority	Stage 2	<p>5.2 This Report also highlights concerns about the potential for light spillage from the Williton Park and Ride and the Hinkley Point C site itself, and that without design that prevents light spillage the dark night skies of the National Park could be adversely affected.</p> <p>5.3 It is recommended that EDF Energy be informed that the National Park raises no objections to the proposals as a matter of principle but highlights concerns to ensure that any lighting is the minimum necessary and designed to prevent spillage from the sites, as well as concerns about the potential impact of traffic on the local environment.</p>	10209-913-15101	/			
Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>The failure to assess individual components and aspect of the receiving landscape does not allow mitigation measures to be targeted at specific impacts. For example, the assessment needs to include explicit assessment of the impact on the landscape character, perceptual and aesthetic aspects of Fairfield and East Quantoxhead estates (for Hinkley C) and of Orchard Wyndham (for Williton park and ride). Specific and targeted mitigation measures could then be described and proposed.</p>	89108-913-3744	/			

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Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	Capital tax exemption is available for land of 'outstanding scenic, historic and scientific interest.' Three estates have been designated as outstanding land within the detailed study area. Fairfield estate is immediately adjacent to the western boundary of the Hinkley Point C Development Site and includes Fairfield House and Dodington Hall, which are listed buildings and designated as outstanding buildings together with land essential for their setting. East Quantoxhead Estate is immediately adjacent to the western boundary of Fairfield estate. Both Fairfield estate and East Quantoxhead estate lie partly within the Quantock Hills AONB. Orchard Wyndham estate includes Kentsford farmhouse and lies near the proposed Williton park and ride facility, approximately 10km to the west of the site.	89109-913-4793	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- In landscape terms the site is disjointed from the existing settlement, and the effect of this extension of built development into open countryside will be exacerbated by its illumination. The lighting strategy proposed has not yet been provided for consideration. There is an inevitable alteration to the landscape at this location and this will be clear in the landscape strategy. - The site is in close proximity to two protected landscapes - the Exmoor National Park and the Quantock Hills AONB. This increases the need for full consideration of the landscape and visual impacts of the development.	89204-913-1604	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	8.11 Landscape character baseline data does not include a tree survey.	89250-913-4905	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Tables and text assessing operational visual impacts and significance assume mitigation in place but do not recognise the 10 to 15 year timescales that planting may take to provide well grown screening and a natural appearance. - 8.11.97 Reinstatement phase. The document states that there will be long term beneficial impacts arising from the legacy landscape improvements. The proposed retention of a road link from A39 to the north part of Mamsey Lane, the modern standard carriageway, the visibility splays and the initial raw appearance of new planting are all negative impacts. So the conclusion regarding impacts and significance is probably best assessed as neutral.	89250-913-4980	/			

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	Vol.3 Appendix 1.1.1. The Environmental Monitoring and Management Plan is a draft, each site will have one but if not provided in advance will need to be conditioned for view prior to start of construction.	89250-913-6716			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation in the form of planting will not take full effect until well after the construction phase is over and it likely that it will not be fully effective in terms of visual screening until well into the operational phase. Mitigation proposals can do little to reduce landscape incompatibility issues and they seem to be reliant on increasing biodiversity when suggesting beneficial impacts.	89406-913-1943	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Further reasonable measures that would allow possible residual effects to be mitigated include:- - 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 this and other ancillary developments - Implement landscape masterplan; restrict cutting, set back, planting in Operational phase	89429-913-16763	/			
Exmoor National Park Authority	Local authority	Stage 2 Update	2. There is a need to demonstrate that lighting at the Williton Park and Ride site and the Hinkley Point C site itself are the minimum necessary for the safe operation of the sites and that the lighting is designed to prevent spillage from those sites in the interests of ensuring that dark skies of the Exmoor National Park, one of its special qualities, is not affected, and	89736-913-747	/			

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	There is no consideration to monitoring within the EnvApp. It is considered that this should be included within a landscape and habitat management plan.	89406-914-4086		/		Whilst monitoring is generally something undertaken within the discipline of ecology, landscape management would be proposed and as such it is intended that the maturing of the landscape would be monitored.

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The documents should be reorganised to make them more accessible.	89250-915-1204	/			<p>As the landscape advisors for the overall Hinkley Point project have played an integral role in the iterative process of scheme design, it has been possible to ensure that impacts on receptors (which are presented in the Environmental Statement) have been fully addressed in the final design proposals.</p> <p>The difficulty to assimilate and cross reference data, as it was spread through many documents, has now been addressed.</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	<p>An additional monitoring location at Mamsey House would have been beneficial, particularly given that the receptor is of high importance.</p> <p>It is noted that noise monitoring has not been conducted during the evening and therefore the baseline during the evening peak (return of workers between 22:00 and 00:00hrs) is unknown. The morning noise measurement was not started until 06:30hrs and therefore may not have captured the potentially quieter period between 05:30 and 06:30 when the majority of traffic is likely to be using the site during the morning peak.</p>	89402-846-7111	/			<p>Baseline noise monitoring was undertaken following consultation with the relevant local authorities' environmental health officers at Stage 1 consultation. The location and duration of monitoring was determined based on the proposals consulted on at Stage 1.</p> <p>Following Stage 2 consultation, further noise monitoring was undertaken at additional locations and to cover all hours of proposed operation of the Williton development. The location of the proposed park and ride facility at Williton was changed following Stage 2 consultation. Noise monitoring was undertaken at the closest residential receptor to the revised location. Full details of the monitoring undertaken, including a graphical illustration of monitoring and assessment locations, is included in Chapter 9 of Volume 10 of the Environmental Statement. Given the absence of significant noise sources in the vicinity of the proposed development, other than road traffic noise, the ambient noise levels at this location were considered representative of other potentially sensitive receptors in the locality</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Noise and light pollution will have a serious impact on the area, especially the unlit areas to the east and north.	8719-848-1383	/			<p>Chapter 9 of Volume 10 of the Environmental Statement (ES) details the potential noise and vibration impacts associated with the proposed park and ride facility at Williton. A revised site was proposed by EDF Energy at the Stage 2 Update consultation following comments received during the consultations undertaken at Stage 1 and Stage 2.</p> <p>The change of the site of the proposed development has removed the potential for noise impact at Mamsey House Nursing Home, which had been a concern raised by some members of the public during early stages of consultation. In the area surrounding the new site, there is one noise sensitive receptor and the potential impacts have been assessed at this location.</p> <p>Following the Stage 2 consultation noise assessment, the area for which traffic data is available has been extended to include the village of Williton and surrounding roads. This has allowed an assessment of potential road traffic noise impacts in Williton to be undertaken in detail and is reported in Chapter 11 of Volume 2 of the ES</p>
Tractivity 711	Dual - Consultee with an Interest in Land and Public	Stage 2	My house overlooks proposed site (one field away) and at the open day on 15th July your computer simulated views from our house seem to indicate little or no visual impact. I don't think light pollution is an issue either. I am concerned thta noise from vehicles arriving, unloading, and people noise while congregating for their buses, particularly out of normal hours	9469-848-3647	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-848-5955	/			
Tractivity 824	Public	Stage 2	8. Any other ideas or comments? You do realise this will be at the rear and on top of a new housing development that is very nice and also Williton Hospital. So all of these workers will come from Minehead area? NO. What will happen is they will come from the Tauntonm area drive through Williton and back out in coaches. Nice at 5 o'clock in the morning and again at midnight past all the houses in the village. There is a disused landfill outside of Williton. Why not there? We don't want a park and ride. The noise factor will be great at all hours (Right on top of Mamsey Care Home for the elderly)	9582-848-4074	/			
Tractivity 827	Dual - Consultee with an Interest in Land and Public	Stage 2	Also I live at .(personal details removed) and I am worried about the light and noise at night.	9585-848-3621	/			
Tractivity 881	Public	Stage 2	10. Any other ideas or comments? The park and ride facility may be reasonable but all freight should be taken directly to Hinkley. either by road, but preferrably by sea. I do not believe that all traffic will be outwith peak periods. If it is there will be noise pollution to the vilages en route to Hinkley.	9639-848-5931			/	
Tractivity 935	Public	Stage 2	8. Any other ideas or comments? The route for buses through Stringston and Stogursey is unacceptable. These roads often have large, slow moving farm vehicles on them and in places only wide enough for single file. there will also be a lot of noise for local residents early in the morning when the buses are arriving for the early shift.	9693-848-4640		/		

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	8. Any other ideas or comments? The siting of a P and ride so close to Mamsey House will disrupt the lives of residents who are coming to the end of their lives. The noise will be unbearable day/night. It is bad enough for the residents to hear the incessant traffic noise during the summer. Again, it will be a ?Brown field? site and be developed at the end of construction of the powerstation. The field at Paddons Lane Stogursey upon which temporary caravans were sited for ?B? station workers 40 years ago was deemed ?brown field site?. Result, 70 new houses.	9694-848-5531	/			
Tractivity 937	Public	Stage 2	8. Any other ideas or comments? For many of the inhabitants of the area around Hinkley Point their ages mean that they may well die before the powerstation is completed, however they are currently in their own homes. The plan for a park and ride next to Mamsey House in Williton is an outrageous one. The residents of the nursing home are very near the end of their lives and should not have such noise and disruption inflicted upon them. After the site is no longer needed for park and ride it will become a prime place for housing as it sits right on the boundary of the village - that too is unacceptable. DO NOT inflict misery on these elderly people.	9695-848-5177	/			
Tractivity 985	Public	Stage 2	8. Any other ideas or comments? This park and ride is a very bad idea. You should never consider putting this facility next to a nursing home (mamsey House) for elderly people. The noise of cars and buses at all times of the day and night and the engine fumes would be detrimental to the health and wellbeing. People should not spend the end of their lives like this. The A39 at this point is a dangerous road with traffic travelling fast around sharp bends. Although the speed limit on the A39 is 50mph, much of the traffic travels much faster.	9743-848-6892	/			
Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-848-4332	/			
Tractivity 1141	Public	Stage 2	8. Any other ideas or comments? As I said above, the site proposed will be next to the new care home and cause noise and distress to the frail residents whom you should not assume are all deaf!	9899-848-4730	/			
Tractivity 1326	Public	Stage 2 Update	As the Park and Ride arrangement will be operating 24/7, what steps will be taken to keep the noise and disturbance of local residents to a minimum? When it was operated as a Lorry Park, it was very noisy.	89592-848-435			/	
Tractivity 1373	Public	Stage 2 Update	17 day working and 24 hour working is totally unaccpetable. Also the park and ride areas will be noisy very late and early.	89639-848-1178			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62582	Public	Stage 2	I can't imagine how the noise of buses and cars, and smells of fumes would upset them in the early morning, in the daytime and then returning at night.	10133-848-6538			/	
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.	89469-848-13894			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The residual impact of noise from road traffic on the main road network is assessed to be minor adverse. However, no assessment has been carried out from traffic on roads around Williton and from buses travelling through Stogursey. Therefore, the residual impact may have been significantly underestimated.	89402-848-15696	/			
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Noise and light pollution will have a serious impact on the area, especially the unlit areas to the east and north.	8719-848-1383	/			
Tractivity 711	Dual - Consultee with an Interest in Land and Public	Stage 2	My house overlooks proposed site (one field away) and at the open day on 15th July your computer simulated views from our house seem to indicate little or no visual impact. I don't think light pollution is an issue either. I am concerned thta noise from vehicles arriving, unloading, and people noise while congregating for their buses, particularly out of normal hours	9469-848-3647	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-848-5955	/			
Tractivity 824	Public	Stage 2	8. Any other ideas or comments? You do realise this will be at the rear and on top of a new housing development that is very nice and also Williton Hospital. So all of these workers will come from Minehead area? NO. What will happen is they will come from the Tauntonm area drive through Williton and back out in coaches. Nice at 5 o'clock in the morning and again at midnight past all the houses in the village. There is a disused landfill outside of Williton. Why not there? We don't want a park and ride. The noise factor will be great at all hours (Right on top of Mamsey Care Home for the elderly)	9582-848-4074	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 827	Dual - Consultee with an Interest in Land and Public	Stage 2	Also I live at .(personal details removed) and I am worried about the light and noise at night.	9585-848-3621	/			
Tractivity 881	Public	Stage 2	10. Any other ideas or comments? The park and ride facility may be reasonable but all freight should be taken directly to Hinkley. either by road, but preferrably by sea. I do not believe that all traffic will be outwith peak periods. If it is there will be noise pollution to the vilages en route to Hinkley.	9639-848-5931			/	
Tractivity 935	Public	Stage 2	8. Any other ideas or comments? The route for buses through Stringston and Stogursey is unacceptable. These roads often have large, slow moving farm vehicles on them and in places only wide enough for single file. there will also be a lot of noise for local residents early in the morning when the buses are arriving for the early shift.	9693-848-4640		/		
Tractivity 936	Public	Stage 2	8. Any other ideas or comments? The siting of a P and ride so close to Mamsey House will disrupt the lives of residents who are coming to the end of their lives. The noise will be unbearable day/night. It is bad enough for the residents to hear the incessant traffic noise during the summer. Again, it will be a ?Brown field? site and be developed at the end of construction of the powerstation. The field at Paddons Lane Stogursey upon which temporary caravans were sited for ?B? station workers 40 years ago was deemed ?brown field site?. Result, 70 new houses.	9694-848-5531	/			
Tractivity 937	Public	Stage 2	8. Any other ideas or comments? For many of the inhabitants of the area around Hinkley Point their ages mean that they may well die before the powerstation is completed, however they are currently in their own homes. The plan for a park and ride next to Mamsey House in Williton is an outrageous one. The residents of the nursing home are very near the end of their lives and should not have such noise and disruption inflicted upon them. After the site is no longer needed for park and ride it will become a prime place for housing as it sits right on the boundary of the village - that too is unacceptable. DO NOT inflict misery on these elderly people.	9695-848-5177	/			

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Tractivity 985	Public	Stage 2	8. Any other ideas or comments? This park and ride is a very bad idea. You should never consider putting this facility next to a nursing home (mamsey House) for elderly people. The noise of cars and buses at all times of the day and night and the engine fumes would be detrimental to the health and wellbeing. People should not spend the end of their lives like this. The A39 at this point is a dangerous road with traffic travelling fast around sharp bends. Although the speed limit on the A39 is 50mph, much of the traffic travels much faster.	9743-848-6892	/			
Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-848-4332	/			
Tractivity 1141	Public	Stage 2	8. Any other ideas or comments? As I said above, the site proposed will be next to the new care home and cause noise and distress to the frail residents whom you should not assume are all deaf!	9899-848-4730	/			
Tractivity 1326	Public	Stage 2 Update	As the Park and Ride arrangement will be operating 24/7, what steps will be taken to keep the noise and disturbance of local residents to a minimum? When it was operated as a Lorry Park, it was very noisy.	89592-848-435			/	
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.	89639-848-1178			/	
Tractivity 62582	Public	Stage 2	I can't imagine how the noise of buses and cars, and smells of fumes would upset them in the early morning, in the daytime and then returning at night.	10133-848-6538			/	
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.	89469-848-13894			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The residual impact of noise from road traffic on the main road network is assessed to be minor adverse. However, no assessment has been carried out from traffic on roads around Williton and from buses travelling through Stogursey. Therefore, the residual impact may have been significantly underestimated.	89402-848-15696	/			

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Sampford Brett Parish Council	Statutory Consultee	Stage 1	Noise and light pollution will have a serious impact on the area, especially the unlit areas to the east and north.	8719-848-1383	/			<p>Chapter 9 of Volume 10 of the Environmental Statement (ES) details the potential noise and vibration impacts associated with the proposed park and ride facility at Williton. A revised site was proposed by EDF Energy at the Stage 2 Update consultation following comments received during the consultations undertaken at Stage 1 and Stage 2.</p> <p>The change of the site of the proposed development has removed the potential for noise impact at Mamsey House Nursing Home, which had been a concern raised by some members of the public during early stages of consultation. In the area surrounding the new site, there is one noise sensitive receptor and the potential impacts have been assessed at this location.</p> <p>Following the Stage 2 consultation noise assessment, the area for which traffic data is available has been extended to include the village of Williton and surrounding roads. This has allowed an assessment of potential road traffic noise impacts in Williton to be undertaken in detail and is reported in Chapter 11 of Volume 2 of the ES</p>
Tractivity 711	Dual - Consultee with an Interest in Land and Public	Stage 2	My house overlooks proposed site (one field away) and at the open day on 15th July your computer simulated views from our house seem to indicate little or no visual impact. I don't think light pollution is an issue either. I am concerned thta noise from vehicles arriving, unloading, and people noise while congregating for their buses, particularly out of normal hours	9469-848-3647	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-848-5955	/			
Tractivity 824	Public	Stage 2	8. Any other ideas or comments? You do realise this will be at the rear and on top of a new housing development that is very nice and also Williton Hospital. So all of these workers will come from Minehead area? NO. What will happen is they will come from the Tauntonm area drive through Williton and back out in coaches. Nice at 5 o'clock in the morning and again at midnight past all the houses in the village. There is a disused landfill outside of Williton. Why not there? We don't want a park and ride. The noise factor will be great at all hours (Right on top of Mamsey Care Home for the elderly)	9582-848-4074	/			
Tractivity 827	Dual - Consultee with an Interest in Land and Public	Stage 2	Also I live at .(personal details removed) and I am worried about the light and noise at night.	9585-848-3621	/			
Tractivity 881	Public	Stage 2	10. Any other ideas or comments? The park and ride facility may be reasonable but all freight should be taken directly to Hinkley. either by road, but preferrably by sea. I do not believe that all traffic will be outwith peak periods. If it is there will be noise pollution to the vilages en route to Hinkley.	9639-848-5931			/	
Tractivity 935	Public	Stage 2	8. Any other ideas or comments? The route for buses through Stringston and Stogursey is unacceptable. These roads often have large, slow moving farm vehicles on them and in places only wide enough for single file. there will also be a lot of noise for local residents early in the morning when the buses are arriving for the early shift.	9693-848-4640		/		

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	8. Any other ideas or comments? The siting of a P and ride so close to Mamsey House will disrupt the lives of residents who are coming to the end of their lives. The noise will be unbearable day/night. It is bad enough for the residents to hear the incessant traffic noise during the summer. Again, it will be a ?Brown field? site and be developed at the end of construction of the powerstation. The field at Paddons Lane Stogursey upon which temporary caravans were sited for ?B? station workers 40 years ago was deemed ?brown field site?. Result, 70 new houses.	9694-848-5531	/			
Tractivity 937	Public	Stage 2	8. Any other ideas or comments? For many of the inhabitants of the area around Hinkley Point their ages mean that they may well die before the powerstation is completed, however they are currently in their own homes. The plan for a park and ride next to Mamsey House in Williton is an outrageous one. The residents of the nursing home are very near the end of their lives and should not have such noise and disruption inflicted upon them. After the site is no longer needed for park and ride it will become a prime place for housing as it sits right on the boundary of the village - that too is unacceptable. DO NOT inflict misery on these elderly people.	9695-848-5177	/			
Tractivity 985	Public	Stage 2	8. Any other ideas or comments? This park and ride is a very bad idea. You should never consider putting this facility next to a nursing home (mamsey House) for elderly people. The noise of cars and buses at all times of the day and night and the engine fumes would be detrimental to the health and wellbeing. People should not spend the end of their lives like this. The A39 at this point is a dangerous road with traffic travelling fast around sharp bends. Although the speed limit on the A39 is 50mph, much of the traffic travels much faster.	9743-848-6892	/			
Tractivity 1070	Public	Stage 2	Also the proposed facility is located close to existing dwellings that will suffer increase in noise and pollution.	9828-848-4332	/			
Tractivity 1141	Public	Stage 2	8. Any other ideas or comments? As I said above, the site proposed will be next to the new care home and cause noise and distress to the frail residents whom you should not assume are all deaf!	9899-848-4730	/			
Tractivity 1326	Public	Stage 2 Update	As the Park and Ride arrangement will be operating 24/7, what steps will be taken to keep the noise and disturbance of local residents to a minimum? When it was operated as a Lorry Park, it was very noisy.	89592-848-435			/	
Tractivity 1373	Public	Stage 2 Update	17 day working and 24 hour working is totally unaccepttable. Also the park and ride areas will be noisy very late and early.	89639-848-1178			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62582	Public	Stage 2	I can't imagine how the noise of buses and cars, and smells of fumes would upset them in the early morning, in the daytime and then returning at night.	10133-848-6538			/	
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.	89469-848-13894			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The residual impact of noise from road traffic on the main road network is assessed to be minor adverse. However, no assessment has been carried out from traffic on roads around Williton and from buses travelling through Stogursey. Therefore, the residual impact may have been significantly underestimated.	89402-848-15696	/			

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	1.7.14-16 - Noise is not listed as a principle impact at Williton Park & Ride. Construction noise may also have greater short term impact on Mamsey House care home.	89240-847-5929			/	<p>Following Stage 2 consultation, the proposed park and ride facility was relocated. The noise and vibration assessment methodology is the same as that originally proposed and is set out in Chapter 9 of Volume 10 of the Environmental Statement (ES).</p> <p>Construction noise impacts have been assessed against the noise thresholds. The assessment has been undertaken for daytime periods only as no working is proposed during evening and night-time (23:00 – 07:00) periods, Saturday afternoons or on Sundays and Bank Holidays. A qualitative assessment of construction vibration is provided. It is not expected that the use of piling techniques will be required, which will reduce the potential noise disruption for the Williton</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>Authorities position May 2010: Details were requested for Park and Ride site facilities, lighting plans and noise impact assessments</p> <p>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.</p>	89328-847-1253			/	
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.	89402-847-7910		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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.	89402-847-8430		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>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 65m to Mamsey House, it is possible that vibration levels from a vibratory roller may exceed 1 mm/s, which may be a major adverse impact. The assessment concludes a moderate adverse impact for vibration at Mamsey House but does not discuss the cause or how the significance is determined. The impact of construction vibration may therefore be underestimated.</p>	89402-847-8925		/		

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 operational noise assessment of road traffic using the access road has been carried out by calculating the likely noise level at Mamsey House (58dBLA10,1hr) in accordance with the Calculation of Road Traffic Noise (CRTN). This is then compared to the existing noise level (62dBLA101hr), which is also determined through modelling. No reason is given for not measuring the actual existing noise level from the A39.</p> <p>The assessment concludes that there is a Minor Adverse impact but no justification is given as to how this is determined. The traffic along the access road, when added to the existing background noise level, may raise the overall noise level by over 1dB, which would be an impact of low magnitude on a high sensitive receiver, and therefore a Moderate Adverse impact.</p>	89402-847-9544			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>An assessment has also been carried out of the impact of car door slams at Mamsey House. The conclusion was that this would be a Moderate Adverse impact when assessed against the significance criteria. This was determined by comparing predicted noise levels to the measured background noise level. However, no measurements were carried out at times representative of either the early morning peak (i.e. before 06:00hrs) or the evening peak. Therefore the impact may have been underestimated.</p> <p>The report then appears to downgrade the assessed impact from Moderate Adverse to Minor Adverse by moving away from the significance criteria and comparing the predicted noise levels to guidance given by the World Health Organisation. It is not agreed that the significance criteria should change simply because it reduces the assessed impact.</p>	89402-847-10336			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>An assessment has been carried out of road traffic noise on the main road network. This includes a 'more localised assessment of potential impacts of vehicles accessing / egressing the site during sensitive periods.' However, the predicted changes in road traffic noise (presented in Table 8.4.10) appear to be for highways around Cannington and are not for roads in close proximity to the site. The conclusion is a Minor Adverse impact.</p>	89402-847-11178	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>No assessment appears to have been carried out for roads around Williton, particularly for vehicles from the west of the county and through Williton itself. In addition, no assessment has been carried out for noise generated by park and ride buses, particularly through Williton and quiet areas such as Stogursey. This has the potential to create a significant impact that has not been assessed.</p>	89402-847-11619	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 758	Public	Stage 2	8. Any other ideas or comments? I am (personal details removed). Many of the patients are elderly and a substantial proportion are stroke victims. I hope every effort will be made to minimise noise and light pollution	9516-850-3444	/			As part of the construction and operation of the proposed development, an Environmental Management and Monitoring Plan (EMMP) will be put in place. The EMMP will include any necessary site-specific measures as set out in Chapter 9 of Volume 10 of the Environmental Statement for the mitigation of noise and vibration.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A 2.4m high noise barrier is proposed for the construction works. The reports states that this will provide between 5dB and 10dB depending on the level of screening provided. This is agreed but the level of screening expected has not been stated.	89402-850-12039		/		
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 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. These 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).	89402-850-12289			/	
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 also gives restricted construction working hours to help mitigate the impact of construction noise. However, since the significance criteria are based on daytime working (and therefore impacts have only been assessed for daytime working) it is not clear how the imposition of these restrictions will mitigate the impact.	89402-850-12782	/			
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 mitigation is recommended beyond good practice for construction vibration. As discussed above, the assessment may underestimate the impact of vibration from some construction activities and no specific mitigation is proposed.	89402-850-13117		/		
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, a noise barrier of 2m is proposed along the eastern edge of the access road. However, the assessment does not quantify the likely benefit of this barrier.	89402-850-13358	/			

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	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.	89402-850-13544		/		
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 mitigation has been identified for road traffic noise on the main road network.	89402-850-14002		/		
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 that with the introduction of the recommended mitigation measures, there is a predicted residual impact from construction noise of Moderate Adverse at Mamsey House and Minor Adverse at other locations. If the plant is just visible at Mamsey House over the noise barrier, a benefit of 5dB is expected. However, this would not be enough to reduce the impact below Major Adverse. The conclusion that residual impacts at Mamsey House are Moderate Adverse are based on achieving 10dB screening from the barrier, which is may be possible but not confirmed in the assessment.	89402-850-14243	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	With regard to the other mitigation measures, the assessment was effectively undertaken with these measures in place, and therefore the residual impact will not be reduced below the initial pre-mitigation impact from these measures.	89402-850-14833			/	
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 vibration, no specific mitigation measures have been proposed and therefore the residual impacts remain as moderate adverse at Mamsey House and Minor Adverse at other locations. The residual impact at Mamsey House may be higher if vibration from certain construction activities (such as vibratory compaction) is taken into account.	89402-850-15069	/			
Sedgemoor District Council and West Somerset	Dual - local authority and consultee with an interest in	Stage 2	The residual impacts from the park and ride facility are assessed to be Minor Adverse at all locations. Since the pre-mitigation impact may have been underestimated and the benefit of the noise barrier has not been quantified, it is not clear how this assessment is reached.	89402-850-15418			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Council Joint Council Response	land (Sedgemoor)							

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.	89402-851-16153	/			<p>The potential noise and vibration impacts resulting from the construction and operation of the proposed development will be controlled through an Environmental Management and Monitoring Plan (EMMP). The subject specific EMMP for Noise and Vibration is set out in Appendix 4 of Annexe 4 of the Environmental Statement (ES). EDF Energy will require the appointed contractor to produce a Contractors Environmental Management and Monitoring Plan and put in place appropriate environmental management procedures for the construction and operation of the proposed development.</p> <p>The EMMP will include site-specific measures discussed in Chapter 9 of Volume 10 of the ES for noise and vibration.</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	Please note there is an error in the evidence base for Williton in section 4.9.1 of the report on page 248. Both sites are NOT in flood zone 3a as quoted.	88830-826-18811		/		At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than previously envisaged which allowed other sites to be considered.
West Somerset Council	Local Authority	Stage 1	Summary of Observations - Williton <ul style="list-style-type: none"> Para 3.9 of App 3 - pages 194 - 196 'A' site preferred - however, justification absent Issues for any site to consider Flood Risk; Sustainable / Carbon Neutral legacy; Legacy Affordable Housing; Accompanying Leisure Uses - long term legacy; Demographic make up; Legacy for park and ride; May need to consider other alternatives to these sites; Encouraging possible use of the WSR for commuters 	88800-826-6739			/	The park and ride site proposed in the Stage 2 Update consultation and with this application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for a DCO. Bus services from the park and ride would be able to pick up workers based in Williton, en route to the Hinkley Point C development site. The change in site location addresses many of the concerns raised during the Stage 1 and Stage 2 consultations; however there were some outstanding concerns for the proposed park and ride facility at Williton, particularly relating to the consultation process, which are addressed below. EDF Energy has carried out a thorough and iterative consultation process on its proposals for the 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 relevant 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.
Williton Parish Council	Statutory Consultee	Stage 1	The main concerns expressed were regarding the proposed development sites at Williton including the Park and Ride. It was felt that there was inaccurate information within the report and more research should have been carried out before submitting the proposed sites. There was also concern that the decision regarding planning permission would not be given by the Local District Council and the decision would be made by an outside body unfamiliar with the local needs and environment.	8748-826-356			/	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 . Some consultees noted that EDF Energy had listened to the communities' concerns, particularly with regard to the location of accommodation campuses, which are no longer proposed in Williton. Others noted that the consultations kept the community well informed and welcomed proposals to minimise disruption.
Tractivity 729	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am pleased to note that common sense prevailed after initial S.I. Exhibition and that Williton will not be a site for one of your campuses. You listened to our feeling/moans/opinions! Thank you. Now appalled to hear that you now want to turn one of those preferred sites (near Mamsey Hse/Williton) for your benefit into an unwanted park & ride scheme that will be a visual blot on our rural landscape. We do not want it. Williton does not need to become your transit car park!	9487-826-5974		/		Some consultees raised concerns about the level of
Tractivity 731	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below	9489-826-6095		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			Thank you for listening to our views in Williton re: ?Campus? We think these consultations keep us well informed and allow us to comment on the proposals					
Tractivity 739	Public	Stage 2	8. Any other ideas or comments? It will cause too much congestion through the village on Butlins changeover days and peak holiday periods. Use the disused lorry park on the B3190, put a roundabout in at Washford Goss and a lot of the traffic problems would be solved. Plus it would earn you a lot of Brownie points locally. Why use greenfield sites when there is a brownfield site ready to use?	9497-826-3530	/			detail provided at the Stage 1 and Stage 2 consultations and availability and adequacy of detailed environmental information and other data justifying the need for the proposed facility. There is no express statutory requirement to consult on preliminary environmental information. However, EDF Energy recognises it is important to give as much information as possible on the impact of the proposals to enable consultees to make an informed judgment about the proposals. Williton Parish Council raised concerns about the accuracy of the data presented during the Stage 1 consultation. At Stage 1, EDF Energy presented broad search areas, within which proposals related to the HPC development site could potentially be located. At that stage, proposals were necessarily broad in order to provide consultees with an opportunity to influence the proposals, and therefore detailed environmental impacts of individual proposals were not known.
Tractivity 763	Public	Stage 2	8. Any other ideas or comments? This is for members of Williton to express	9521-826-5668			/	At Stage 2 consultation, EDF Energy presented its Preferred Proposals and provided an Environmental Appraisal, which identified the likely impacts of the HPC Project, of which EDF Energy was aware at that stage. That document drew upon the work that had been undertaken at that stage to inform the Environmental Impact Assessment that forms the basis for the Environmental Statement (ES) .
Tractivity 772	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? not needed	9530-826-3876			/	At each stage, EDF Energy has provided sufficient environmental information for consultees to determine the key impacts of the proposals for the purposes of consultation, to enable them to influence the scheme as it is has developed.
Tractivity 794	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am very concerned that for many of the situations, we seem to be dealing in concepts rather than the detail. Detailed analyses may well result in the need for larger changes, and it would be a pity if this were to subsequently result in delay to the project. Because of my home location, I have focused only on the Williton area, and I am rather worried that there is an inadequate understanding of current local road network conditions, never-mind the implications of the P&R site. As a transport engineer, the lack of detail, or the proper presentation of that detail is a major concern. At least, the unsupportable concept of an accommodation campus at Williton, has been removed.	9552-826-6673	/			West Somerset Council and Sedgemoor District Council expressed some concern that limited environmental information had been submitted to justify the proposed change in site at the Stage 2 Update consultation, albeit that they supported the change in principle. EDF Energy wanted to consult at the earliest opportunity on the change to the proposals, to respond to concerns raised by the local community, regarding the location of the site. The Stage 2 Update consultation was not accompanied by detailed environmental information. However, relevant studies have been shared with the relevant statutory consultees, for example the Environment Agency, as soon as information became available.
Tractivity 844	Public	Stage 2	8. Any other ideas or comments? I understand that this will not happen now for the reasons stated in Section 7	9602-826-5579			/	The DCO application is accompanied by a full suite of documents which provides information on the impacts of the HPC Project, including the park and ride facility at Williton (see Volume 10 of the ES).
Tractivity 874	Public	Stage 2	8. Any other ideas or comments? Down to the Willitons residents to determine the effect on their village	9632-826-5123			/	
Tractivity 875	Public	Stage 2	8. Any other ideas or comments? Not sure how many workers will be coming from Williton/Minehead. What about people from villages between Williton and Cannington?	9633-826-4140			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1026	Public	Stage 2	8. Any other ideas or comments? Was unpopular with locals - not quite clear why - it would bring income and some additional employment	9784-826-3830			/	Some consultees raised concerns that EDF Energy was not aware of or listening to the concerns of the local community. EDF Energy is aware that the proposals will impact on the local community during the construction phase of the HPC. However, the change in site at Williton from that originally proposed, as a result of consultation comments received from the local community, demonstrates the way in which the local community's views have been listened to. EDF Energy has prepared the detailed scheme having regard to the need to both minimise and mitigate any significant impacts of the park and ride facility on the local community. Williton Parish Council expressed concerns about the DCO application being determined by the Infrastructure Planning Commission (IPC), rather than the relevant district council. EDF Energy does not have any discretion over which body is the decision-maker for the application. The IPC will invite each relevant local authority to submit a Local Impact Report setting out details of the likely impact of the proposed development on the authority's area. In addition, the ES will set out the likely significant impacts of the proposals on the environment.
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? The plans to use the one single field - away from the village, being returned to agricultural use afterwards is the best solution. Living close to the site we appreciate the details plans to use screening and shielded lighting to minimise disruption. We do not agree with our Councils? response that the P&R should be linked to an inner relief road for Williton which we feel is quite unnecessary and outside of EDF?s responsibility. This idea is not well thought out and is just a knee jerk reaction to getting something for nothing.	9817-826-3831	/			
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	We are concerned about our local Councils? responses as they seem to come up with a different idea each week and then accuse EDF of not consulting properly. We hope EDF will resist pacifying them by agreeing with demands that have not been thought out properly and are not fully supported by local residents.	9817-826-7560	/			
Tractivity 1063	Public	Stage 2	8. Any other ideas or comments? Don?t know, but Williton residents need to be listened to, and any EDF proposals should not be pushed through to the detriment of of any of our villages.	9821-826-4493	/			
Tractivity 1076	Public	Stage 2	8. Any other ideas or comments? I think it is ludicrous to put a park and ride facility at Williton and particularly to use a green field site. I believe inadequate research has been carried out to assess just how many local workers would need to use this facility. I believe that the majority of workers will be European immigrants not locals. What guarantees are there that the site would be restored to prime agricultural land	9834-826-5225	/			
Tractivity 1118	Public	Stage 2	8. Any other ideas or comments? THIS MAY HAVE ADVANTAGES BUT i WOULD WANT TO CONSIDER THE VIEWS OF LOCAL PEOPLE VERY CAREFULLY	9876-826-4058	/			
Tractivity 1167	Public	Stage 2	8. Any other ideas or comments? See above comments (7)	9925-826-4671			/	
Tractivity 1182	Public	Stage 2	8. Any other ideas or comments? Lack of evidence to support this proposal. IF a park and ride is hjustified then the views of local people as well as the district council should be taken into account. Justify the route from this park and ride to the site.	9940-826-4582	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1186	Public	Stage 2	8. Any other ideas or comments? The people of Williton Minehead and locality should be the judge of this. You have yet to provide evidence which would justify this requirement.	9944-826-4539	/			
Tractivity 1196	Public	Stage 2	8. Any other ideas or comments? Why ever put this facility on the west of Williton which will mean all buses having to negotiate a sharp LH turn in the middle of the village. This corner already causes major problems for srtic lorries and coaches. Will there be a need for thsi facility? How many workers are expected from the minehead area. Why not just a pickup point in Minehead?	9954-826-5805		/		
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. Points I heard made at the open exhibition were as follows: Dunball would be more costly and possibly add a fu	9341-826-4805	/			
Tractivity 345	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 believe EDF should be very careful not to be over-influenced by people with vested interests, who could personally profit to the detriment of the village.	9033-826-4735			/	
Tractivity 451	Public	Stage 1	4. Any other ideas or comments? I am not happy with these proposals for Williton. I purchased a house in Williton because I wanted a quiet rural location. I could have chosen Cannington or Bridgwater if I wanted a more hectic lifestyle. Instead I wanted a quieter, more genteal way of life. Now you propose to change all this. You must take on board the opinions of the local residents. No campus accomodation in Williton. It would ruin the area.	9129-826-1271	/			
Tractivity 498	Public	Stage 1	Community benefits should not be a factor in deciding policy. It can result in sites being proposed for financial gain by councils while neglecting the well being of the people as in Williton.	9171-826-4029			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 498	Public	Stage 1	Hinkley Point is essential. Pay more attention to local residents. Determine motives behind site proposals. Council have twice failed to get permission to build east Williton (site B). Are they using EDF to get their way? Residents have always said no to development.	9171-826-4722	/			
Tractivity 507	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? 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? Neither site will benefit Williton neither during construction nor after it is complete.	9359-826-2761	/			
Tractivity 522	Public	Stage 1	Comments on Williton Proposal I think it entirely unreasonable to suggest, yet again, building accommodation on the soft land above Catwell when it has already been rejected on 3 occasions 1991, 1996 and 2009 on the grounds of flood risk and inadequate access to the village. If the site is to be returned to village resident in approx 10 years it is the wrong side of the village and access to amenities would be very limited. The new residents would shop and relax elsewhere. The flood plain argument applies even more to the Mamsey House site and new *bobed care home, F.E centre and registry office commence building this year on The Buny.	9193-826-2230	/			
Tractivity 524	Public	Stage 1	Junction 23 of M5 In response to the Campus accommodation option recipient wrote "This is for Williton residents to decide."	9195-826-2516			/	
Tractivity 524	Public	Stage 1	That is for Williton residents to decide.	9195-826-3128			/	
Tractivity 596	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf? As the wharf is already in place it makes sense to up-grade it and use it but effort must be made to minimise the impact on the village of Williton and should only be used for abnormal loads also at the end of the construction consultation with the village as to what should happen to it.	9262-826-4588			/	
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.	9282-826-1071	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 671	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>As a resident of Williton, I know that there is a rising feeling of resentment against any development here regardless of its proposed temporary nature. It is only very recently that we have learned anything of this (for reasons that are currently unclear) Certainly and development to the east would be most unacceptable environmentally. Any development here would be destructive long term to the area.</p>	9334-826-3921	/			
Tractivity 50878	Public	Stage 1	<p>As regards a site at Williton, I can imagine this being unwelcome to local residents, but it must be left to them to vote on it. The shorter document (p. 9) says that this site is intended to catch traffic coming from the Minehead direction, so preventing it from travelling along the A39 between Williton and Cannington, and I can see that this result is desirable.</p>	9393-826-7368			/	
Tractivity 50918	Public	Stage 1	<p>The results of a survey of people living in Williton and Sampford Brett is enclosed. This shows the clear preference for development to be Site A (behind Mamsey House).</p>	9400-826-1150	/			
Tractivity 50918	Public	Stage 1	<p>PREFERRED CONSTRUCTION SITE TICK ONE I PREFER SITE A behind Mamsey SITE B east of Williton Between Site A and Site B, Williton - 13th December 09 Total forms returned: 295 Total signatures: 310 Returns for Site A (behind Mamsey): 263 Signatures for Site A: 283 Returns for Site B (East of Williton): 19 Signatures for Site B: 20 Returns for neither: 7 Signatures for neither: 7 Spoilt returns: 6 Site A: 283 Site B: 20 Counted by: (Editor's note: not entered into database: 3 signatures) Verified by: (personal details removed) (Editor's note: not entered into database: signature)</p>	9400-826-2336	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 60794	Public	Stage 1	(personal details removed) called to voice his problem with the accommodation in Williton. He said he remembered flooding in that feed and that it should be looked into. He felt there should be an alternative option.	9401-826-0	/			
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.	10083-826-1026	/			
Tractivity 62579	Dual - Consultee with an Interest in Land and Public	Stage 2	I have attended three of your consultation meetings and read the stage 2 literature and J would like to pose this question:- Where is the data to substantiate the need for a 310 Park and Ride facility, serving 500 plus employees, in Williton ?	10130-826-51	/			
Tractivity 62581	Public	Stage 2	2- EDF have recently reneged on their proposal to bring workers from Williton 'park and ride' via the A39 and instead proclaim they will use the back roads and lanes, passing right through the heart of Stogursey and right by its school. This is simply not acceptable and shows a cynical disregard for the local community they profess to respect.	10132-826-1142			/	
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.	10200-826-180			/	
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.	10223-826-4498	/			
Landowner - The Wyndham Estate	Consultee with an Interest in Land	Stage 2	Engagement: In the event EDF wish to give further consideration to this invitation to discuss alternative sites and forms of development, the Estate actively welcomes any opportunity for positive engagement, discussion and negotiation in respect of potential leasehold agreements for relevant parcels of land, on the basis of Heads of Terms which would secure 'legacy' development, such as: i. Essential infrastructure - in the form of drainage, access, roadways and other services to facilitate future, positive redevelopment of the land. ii. Permanent buildings - to provide long-term rental/leasehold income for	10251-826-2656			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			the Estate into the future.					
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 Freight Management Strategy Updated Saturn Forecasting Report Supporting Traffic Flow data Paramics Forecasting Report Local Model Validation Report (Saturn and Paramics) Draft Transport Assessment Legacy plans for both the proposed M5 Park & Ride sites Visitor Management Strategy Site Waste Management Plan Integrated Waste Strategy Construction Management Plan Environmental Management and Monitoring Plan Detailed 1:500 drawings of Masterplans 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 Procurement Strategy and Contract Implementation Strategy Operations Workforce Development Strategy Lighting Strategy Delivery Plan for the Low Carbon Business Cluster Fire and Rescue Resourcing Strategy Ambulance Resourcing Strategy Security Management Strategy Incident Management Plan Archaeology - Written Scheme of Investigation, Amec 2009 'Cultural Heritage Desk-Based Assessment, Hinkley Point Hinkley Point Foreshore Survey, Gloucester CC Archaeology Service Intertidal and offshore Archaeology at Hinkley Point Cannington Bypass - Geophysical Survey Junction 24 P and R - Geophysical Survey Junction 23 P and R - Geophysical Survey Williton - Geophysical Survey Combwich - Geophysical Survey Integrated Land Management Plan Site Drainage Management Scheme Soil Management Plan Ecology Surveys Findings BEEMS 2010. Impact of new nuclear build at Hinkley Point on intertidal food availability for birds. BEEMS 2009. The combined effects of Hinkley B + C and refuelling scenarios. BEEMS 2010. Coralline alga thermal sensitivity report. BEEMS 2010 Hinkley Jetty Scour Assessment Amec 2010 Environmental Impact Assessment. Technical Note Radiological (CIDEN-002). Issue 04 - Preliminary. March 2010 Details of the Contractor's Charitable Trust</p>	10275-826-836			/	

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	Sight of the Operational Management Plan would be welcomed to allow a comprehensive response to the consultation.	89204-826-2215			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	It is difficult to assimilate and cross reference data spread through many documents.	89250-826-6459	/			
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 evidence of consultation with Environment Agency as well as the Somerset Drainage Boards Consortium.	89409-826-4486	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Williton Park and Ride The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.	89711-826-5793	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In terms of change from Stage 2 to Proposed Changes, the proposed Williton Park & Ride has undergone the most significant change, primarily as the preferred location is on a completely different site. Although the site is well known to WSC, it is important to highlight that the same level of supporting information provided for all associated development sites at Stage 2 has not been provided for the Smithyard Terminal site. The Council considers there is a distinct lack of supporting information for this site and linked to this adequate justification of the suitability of the site.	89895-826-2550	/			

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>Williton has been identified as being a potentially suitable location to accommodate a campus for up to 200 construction workers with associated living and recreational facilities; and a park and ride facility to accommodate up to 350 cars.</p> <p>The Stage 1 Consultation Stage 1 document identifies a series of planning matters that apply to the WIL-A and WIL-B search areas, which have been supplemented here with policy guidance where relevant:</p> <p>West Somerset DC is at an early stage of Local Development Framework preparation and is currently considering a series of options for the siting of future development. Williton has been identified as an area with potential to accommodate future development;</p>	88460-824-1768			/	<p>The compliance of the proposed park and ride site in Williton 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 those policies, particularly highlighted in responses received during the Stage 1, and 2 and Stage 2 Update consultations, is summarised below.</p> <p>Policy SP/5 relates to development outside of defined settlements and states:</p> <p><i>“In the countryside areas outside of settlement development limits, development will only be permitted where it both benefits economic or social activity without leading to a significant increase in car travel and maintains or enhances environmental quality and accords with other policies of the West Somerset District Local Plan.”</i></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 Local Plan classifies Williton as a ‘rural centre’ and policy is in place (Policy SP/1) ‘in order to secure and maintain as wide a distribution of community services and employment opportunities as is reasonably practical within the plan area.</p> <p>Williton is one of the key settlements, which is expected to expand over the Core Strategy period to 2026 to accommodate a significant proportion of the new homes planned for West Somerset (district total of 2,500). The growth of the settlement to accommodate potentially hundreds of new homes will prompt a review of the adequacy of the existing transport, utilities, green and social infrastructure within the village.</p> <p>The site lies beyond the settlement boundary for Williton and therefore, in planning policy terms, is considered to be within the open countryside where restrictive policies apply. Here, in local terms, development will only be permitted where it both benefits economic or social activity without leading to a significant increase in car travel and maintains or enhances environmental quality.</p> <p>In the absence of National Policy Statements in their designated form or an agreed planning and transport strategy for the development of Hinkley Point C the proposed park and ride facility at Williton is considered contrary to policy and an application to develop on this site would, in the circumstances, be resisted.</p>	89401-824-1612			/	<p>The compliance of the proposals with the policies set out in the consultation response is addressed in detail in the Planning Statement. In general, the proposed park and ride facility at Williton 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 Chapter 7 of Volume 10 of the Environmental Statement. The proposed post-operational use would also benefit economic activity, through reinstating the existing lorry park use after the use of the site for a park and ride facility. The proposed park and ride facility would provide an appropriate landscape mitigation, which is described in Chapter 15 of Volume 10 of the Environmental Statement, which would include maintaining the existing landscaped screening around the site. The overall objective of</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
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> <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>	89658-824-0			/	<p>the park and ride strategy is to reduce car 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. Part of the proposed park and ride strategy for Williton is that the bus would pass through the village of Williton en route to the HPC development site, thus reducing the need to travel for workers living with Williton.</p> <p>In their joint response to the Stage 2 Update Consultation, Sedgemoor District Council (SDC) and West Somerset Council (WSC) confirmed that the Smithyard Terminal Site would be the preferred solution and should be supported, based on an understanding that this would not harm prospects for the provision of permanent housing for use by construction workers being brought forward at Williton. This response also acknowledged that the re-use of a brownfield site was preferable in planning policy terms.</p> <p>One consultation comment raised queries about the differentiation between the WSC and SDC's 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. The SPD is intended to guide EDF Energy in its preparation of an application for DCO and any related planning applications submitted to the Councils. The Councils have also intended that the document informs decision making bodies on important local considerations (refer to Planning Statement for status of SPD). This compares to EDF Energy's consultation carried out pursuant to the Planning Act 2008 which relates to the proposals to be applied for through the application for DCO.</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>9.5 Williton Park & Ride</p> <p>9.5.1 Summary of Key Changes</p> <p>Stage 2</p> <p>Park & Ride located at land west of Mamsey Lane, providing:</p> <ul style="list-style-type: none"> 316 car parking spaces 12 minibuss spaces 10 bus parking spaces Bus shelters and bays Motorcycle spaces Cycle racks Security and welfare building <p>Proposed Changes</p> <p>Park & Ride at Smithyard Terminal (existing Lorry Park), providing: 160 parking spaces</p> <p>Assume provision of motorcycle spaces, cycle racks and security and welfare building</p>	89895-824-0			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>From a planning policy perspective, there are two significant differences between the Mamsey Lane site and the Smithsyrd Terminal. The first is that the preferred site is now a brownfield site. The re-use of brownfield land is considered in planning policy terms to be preferable to the use of greenfield land.</p> <p>The second is the positioning of the site in relation to defined settlement boundaries. West Somerset Local Plan policy (SP/5) dictates that development outside of development limits will only be permitted where it both benefits economic or social activity, without leading to a significant increase in car travel. It further states that proposals should maintain or enhance environmental quality and accord with other Local Plan policies. The Smithsyrd Terminal site falls outside of the existing development limits and, as a result, in planning policy terms there is a presumption against permitting such a development at the site. This presumption is dependant on the wider benefits, both economic and social, that the scheme would help facilitate.</p>	89895-824-3857			/	

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	Williton - Proposals to accommodate up to 200 construction workers in West Somerset are broadly supported, however the Council would welcome further dialogue with EDF Energy around legacy uses for accommodation and the potential for distributing construction worker housing to a series of sites in Williton, Watchet and Minehead. The principle of providing some accommodation in Williton is supported by the Council	88290-825-3160	/			<p>At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rationale for this is contained in the Transport Assessment. This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant site-specific concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In response to these concerns, the park and ride site proposed as part of EDF Energy's application for Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for development consent. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton, en route to the HPC site.</p> <p>The change in site location addresses a significant number of the concerns raised during the Stage 1 and Stage 2 consultations; however there were some outstanding concerns relating to the principle of providing a park and ride at Williton which are addressed below.</p> <p>Some consultation responses at Stage 1 also raised significant concerns about locating construction worker accommodation in Williton. EDF Energy has completely removed any construction worker accommodation in Williton from the proposals, in order to address these concerns.</p> <p>The principle of a park and ride site in Williton to support the construction of the Hinkley Point C (HPC) Project is justified in the Transport Assessment. In summary, the park and ride sites form part of an overall Transport Strategy to reduce the impact of</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The 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.	88330-825-1867	/			
Minehead & District Chamber of Commerce	Non-Statutory Consultee	Stage 1	Minehead Chamber of trade and commerce supports the development at Hinkley as it would for the proposed a new build hostel being located in Minehead. The Chamber thinks that Minehead is a more suitable location than Williton but realises that some local extra facilities may be required. This will help ensure that West Somerset sees the benefit of the increase in population rather than neighbouring districts. Minehead and West Somerset is our priority.	8757-825-5226	/			
Tractivity 709	Public	Stage 2	8. Any other ideas or comments? If found to be needed	9467-825-3935			/	
Tractivity 729	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am pleased to note that common sense prevailed after initial S.I. Exhibition and that Williton will not be a site for one of your campuses. You listened to our feeling/moans/opinions! Thank you. Now appalled to hear that you now want to turn one of those preferred sites (near Mamsey Hse/Williton) for your benefit into an unwanted park & ride scheme that will be a visual blot on our rural landscape. We do not want it. Williton does not need to become your transit car park!	9487-825-5974	/			
Tractivity 744	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? Again this plan would have a huge impact on our life style. Not ina good way. We bought the property almost four years ago, so we had no neighbours or too much noise from traffic	9502-825-4115	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 799	Public	Stage 2	8. Any other ideas or comments? It is a fair way further away from the hinkley site and probably requires it, but accomodation could still be on site.	9557-825-5607			/	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.
Tractivity 812	Public	Stage 2	8. Any other ideas or comments? same as above	9570-825-4194			/	Some consultation responses agreed with the principle of the park and ride sites and supported the idea of a park and ride facility at Williton, to reduce impact on the local highway network.
Tractivity 824	Public	Stage 2	8. Any other ideas or comments? You do realise this will be at the rear and on top of a new housing development that is very nice and also Williton Hospital. So all of these workers will come from Minehead area? NO. What will happen is they will come from the Tauntonm area drive through Williton and back out in coaches. Nice at 5 o'clock in the morning and again at midnight past all the houses in the village. There is a disused landfill outside of Williton. Why not there? We don?t want a park and ride. The noise factor will be great at all hours (Right on top of Mamsey Care Home for the elderly)	9582-825-4074	/			The location of the park and ride facilities was selected based on the following criteria: intercept at strategic points – 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;
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? Would never be used unnecessary.	9597-825-5232			/	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 for the proposed development.
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	5. Any other ideas or comments? A park and ride in Williton will cause too much traffic on our already crowded lanes. Power station staff go too fast should be fined and monitored all the time. We have a lot of local riders and dog walkers on our lanes. Very unsafe.	9604-825-2708	/			A park and ride site has been proposed at Williton to intercept workforce trips on the A39 from workers living to the west of the HPC Development Site and to reduce impact on the local highway network between Williton and the HPC Development Site. Williton is one of the most easterly places in the catchment to the west of the HPC Development Site and therefore the location of a park and ride at Williton also helps to avoid workers travelling away from the HPC Development site in order to access the park and ride facility by minimizing the number of workers who live in between the facility and the HPC Development Site.
Tractivity 849	Public	Stage 2	8. Any other ideas or comments? Not wanted. Find an alternative route	9607-825-4019			/	Some consultation responses queried the location of a park and ride facility in Williton and asked whether it would be more appropriate to locate the facility in Minehead. Minehead is significantly further west than Williton and workers living between Williton and Minehead would need to travel away from the HPC Development Site to access the park and ride site, thus resulting in additional trips on the highway network, which would be contrary to one of the central aims of the Transport Strategy. Other responses
Tractivity 861	Public	Stage 2	8. Any other ideas or comments? Good idea, access from the west is difficult if parking at site removed.	9619-825-3619			/	
Tractivity 867	Public	Stage 2	8. Any other ideas or comments? Unless all buses and lorries etc can be kept on the A39 to Cannington this should not even be considered.	9625-825-3787			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 892	Public	Stage 2	8. Any other ideas or comments? Wrong size, wrong site. Require Road improvements at Washford cross to mitigate.	9650-825-4112	/			suggested Nether Stowey as a potential alternative location. Nether Stowey is too far east to adequately cater for the catchment to the west of HPC and is closer to Cannington, which is proposed for a park and ride site to serve workers within the immediate catchment of HPC.
Tractivity 908	Public	Stage 2	8. Any other ideas or comments? As for Cannington	9666-825-4283			/	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.
Tractivity 913	Public	Stage 2	8. Any other ideas or comments? Again proposal of these facilities are welcome as we try to use public park and ride when possible.	9671-825-4767			/	In their joint response to the Stage 2 Update consultation, West Somerset Council and Sedgemoor District Council on balance supported the principle of using the greenfield site at Mamsey Lane; however they raised concerns about the lack of ability of this site to achieve lasting benefits for Williton. Based on the significant objections raised by the local community in relation to development of greenfield land in Williton, it is considered that the proposed site (ie, the Smithyard Terminal site) is the most appropriate in planning terms and the return of the site back to employment use, as proposed, would provide lasting economic benefits.
Tractivity 917	Public	Stage 2	8. Any other ideas or comments? Not required	9675-825-4634			/	In addition to the change of site from Mamsey Lane to the former Smithyard Terminal site, and the removal of the construction worker accommodation from the proposals, the size of the park and ride facility proposed has decreased significantly from 350 spaces at Stage 1, to 328 spaces at Stage 2, to 160 spaces in the Stage 2 Update consultation, to reflect the fewer number of construction workers anticipated to be living to the west of and in Williton than envisaged at previous stages of the consultation and to respond to concerns raised at the Stage 1 and Stage 2 consultations relating to the scale of the proposals at Williton.
Tractivity 919	Public	Stage 2	8. Any other ideas or comments? As long as the only access is via Cannington Western bypass	9677-825-3609			/	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 Chapter 4 of Volume 10 of the Environmental Statement.
Tractivity 920	Public	Stage 2	8. Any other ideas or comments? I have made my views on this known by email. To attempt to bring heavy traffic through our ancient, narrow lanes and streets would be severely detrimental to a conservation area.	9678-825-4729			/	Some consultation responses also raised concerns that workers will travel through Williton from the east,
Tractivity 940	Public	Stage 2	8. Any other ideas or comments? It sounds acceptable, providing people use the facility.	9698-825-4829			/	
Tractivity 959	Public	Stage 2	8. Any other ideas or comments? Commuters to Hinkley Point will mainly only come through Williton if Bridgwater is gridlocked, which under the current proposals will be the case. Most people travelling to Hinkley Point will emanate from Taunton direction therefore if a Northern Bridgwater bypass were constructed this traffic would use the corridor to J23 and onwards on this dedicated direct route to Hinkley Point. A39 from Williton - Hinkley Point unsatisfactory for the increased traffic load.	9717-825-4694			/	
Tractivity 981	Public	Stage 2	8. Any other ideas or comments? As 7	9739-825-3694			/	
Tractivity 1044	Public	Stage 2	8. Any other ideas or comments? More use than a park and ride facility at Cannington.	9802-825-4031			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? The plans to use the one single field - away from the village, being returned to agricultural use afterwards is the best solution. Living close to the site we appreciate the details plans to use screening and shielded lighting to minimise disruption. We do not agree with our Councils? response that the P&R should be linked to an inner relief road for Williton which we feel is quite unnecessary and outside of EDF's responsibility. This idea is not well thought out and is just a knee jerk reaction to getting something for nothing.	9817-825-3831			/	rather than using their closest park and ride site. Only workers living within or to the west of Williton would be assigned the Williton park and ride facility. Those workers living to the east of Williton would be assigned either the Cannington, J23 or J24 park and ride facility, as appropriate, to avoid convoluted trips on the highway network through workers having to travel away from the HPC Development Site. Those workers living within Williton will be picked up in Williton en route to the HPC Development Site.
Tractivity 1076	Public	Stage 2	5. Any other ideas or comments? 15 years can hardly be termed as temporary. What research have you done to determine how many people would require to travel from areas like Williton. It is ludicrous to build a park and ride facility here. Why are you planning to build the park and ride on a green field site - again trashing useful agricultural habitat and why on earth are you planning to use the tiny roads to and from Hinkley Point.	9834-825-3113	/			On first arrival at the HPC construction site as part of the induction process all employees 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. Some consultation responses have queried why the park and ride facility is only required on a temporary basis. The park and ride facility is only required for seven years during the construction of the HPC Development, to reduce construction workforce trips on the local highway network. After it is no longer required, it is proposed that the Williton site would return to its current permitted use as a lorry park, depot and storage area which would involve minor physical works, including the removal of temporary structures specifically related to the use as a park and ride facility.
Tractivity 1140	Public	Stage 2	8. Any other ideas or comments? Temporararty not good enough	9898-825-3585			/	
Tractivity 1190	Public	Stage 2	8. Any other ideas or comments? See my comments for Q7	9948-825-4845			/	
Tractivity 1195	Public	Stage 2	8. Any other ideas or comments? This should not be built. This site is next door to Mamsey House nursing home. The residents should not be affected by the associated noise, smells and increased light pollution of both construction and use of the facility. The entrance/exit is onto the A39 on a bend which will be dangerous.	9953-825-6122	/			
Tractivity 1221	Public	Stage 2	5. Any other ideas or comments? Where are all possible the A38/39 from Williton should not be used by construction traffic/workers. This is already a problematic part of aour highways network. The A39 is very narrow at certain points. The extra traffic on the A39 will inevitably lead to an increase in accidents. The Williton Park and Ride I feel will cause more problems than it will solve. Situated of J24 however will enable buses along with freight to go into Bridgwater instead.	9979-825-2733		/		
Tractivity 1254	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Very much in favour of the proposed Williton park and ride. Good to see feedback about lorry park being used for park and ride facility. (Roundabout scheme also very good)	89520-825-165		/		

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	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.	9341-825-359	/			
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. Points I heard made at the open exhibition were as follows: Dunball would be more costly and possibly add a fu	9341-825-4805	/			
Tractivity 246	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Do not want to become a construction camp.	9342-825-2136			/	
Tractivity 315	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. WHy has Nether Stowy, Holford, Kolve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustructure will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.	9003-825-2021	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 345	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is a long way from Hinkley Point.</p> <p>Both proposed sites are outside the development line on greenfield sites. The site to the west of the village is particularly unsuitable because it backs on to Mamsey House Care Home and Williton Hospital.</p> <p>If accommodation is built in Williton, other brownfield sites should be considered.</p> <p>And the accommodation should be of the type of residential property that has long-term use. Williton has no need of another "care home, hotel or other".</p> <p>I am very concerned about the social impact of these workers on the village. EDF should also be very aware of certain local landowners who would personally benefit from the sale of their land to the detriment of the village.</p>	9033-825-2469	/			
Tractivity 375	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>See answer to question 6.</p> <p>The site to the east of Williton is inappropriate in many ways and does not link to the A39 road necessary for the transportation of people to Hinkley Point.</p> <p>It is highly visible land and should be retained as farmland.</p>	9062-825-3326	/			
Tractivity 378	Public	Stage 1	<p>Affordable and attractive housing should also feature - this is lacking within Exmoor National Park and would give ENP workers an option within reasonable reach. It would also encourage further light industrial development in Williton.</p>	9346-825-6770		/		
Tractivity 381	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>There are problems with use of campus accommodation at Williton in terms of the A39 traffic management and the idea of 200 workers in a local community. If the accommodation could be in small packets with workers intergrating into the community this might work.</p>	9067-825-2696	/			
Tractivity 386	Public	Stage 1	<p>Any community benefits for the villages of Cannington, Williton and Combwich will be completely outweighed by the environmental impact of the EDF proposals</p>	9071-825-3623			/	
Tractivity 396	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>No Williton does not want the change or the cost of the up keep in the years to come.</p>	9081-825-2602	/			

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Tractivity 396	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? No just don't interfere with Williton	9081-825-3126	/			
Tractivity 396	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? Don't want it , don't do it , leave Williton alone	9081-825-3768	/			
Tractivity 420	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Being a new resident to Williton from London, we moved here for a quieter peacefull life and choose our house according to this. We were unaware of any proposed housing when we brought the house and would be very unhappy to see campus accommodation go up opposite our new dwelling changing our quality of life of which why we moved here.	9102-825-2050	/			
Tractivity 420	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? We live in Williton and are dissappointed that we have lived here 7 months and knew nothing of the proposed plan especiall ythe possibility of proposed homes and a park and ride very close to our new home. While we understand that progress needs to be made the local community needs to be taken into account, I am sure that are other sites that have less impact on the local communities than siting it in Williton. The A39 is already a very busy road this will only add to the congestion.	9102-825-4137	/			
Tractivity 434	Public	Stage 1	4. Any other ideas or comments? Workers accommodation should be provided as close to the site as possible in order to reduce the need for transport on our already over-congested roads. We are against the construction of hostel accommodation on greenfield sites in Williton.	9113-825-967	/			
Tractivity 434	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? We oppose the building of hostel accommodation and park and ride facilities on greenfield sites in Williton. There are a number of brownfield sites in Williton which might be suitable for smaller scale developments that would be in keeping with the existing village. Williton does not have the facilities to support a large number of construction workers. The A358 and A39 are already dangerously over-congested. We believe that the bulk of any new workers accommodation should be situated close to Hinkley Point and any necessary park and ride sites should be close to the M5 in order to reduce the increased traffic on local roads.	9113-825-4528	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 448	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? Traffic, accommodation and disruption should be kept as near to Hinkley Point as possible Williton too far away.	9126-825-4059		/		
Tractivity 451	Public	Stage 1	4. Any other ideas or comments? I am not happy with these proposals for Williton. I purchased a house in Williton because I wanted a quiet rural location. I could have chosen Cannington or Bridgwater if I wanted a more hectic lifestyle. Instead I wanted a quieter, more genteel way of life. Now you propose to change all this. You must take on board the opinions of the local residents. No campus accommodation in Williton. It would ruin the area.	9129-825-1271	/			
Tractivity 451	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Bridgwater and Cannington have always accepted gladly the benefits of construction for both previous power stations. Bridgwater in particular is now in need of revitalisation and would benefit from the influx of the bulk of migrant workers. I am strongly against a campus at Williton as this is on the wrong side of the Hinkley Point road. This would only add to the problems of this narrow and at times congested stretch of the A39.	9129-825-3165	/			
Tractivity 453	Public	Stage 1	5. Please give reasons for your preference Work force RE - Williton. If I lived in area I would have accommodation. If I lived in Barnstaple I would not go via Williton. The same could be said for North Devon. I would use the through roads. I fail to see the logic of your Williton site.	9131-825-1179		/		
Tractivity 469	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is totally unsuitable. The sites are both greenfield and should be sacrosanct. It is too far west these workers need to be close to motorways(for those able to return home at weekends)and large towns (with clubs, bars cinemas etc). Taunton should be considered as well as Nether Stowey, WHich has expressed an interest in having such a campus. If it is still necessary to house workers in Williton, then it should be in smaller units built on brownfield sites (as confirmed by Williton Parish Council). If you are insistent upon destroying greenbelt land then site at Wil-A Mamsey House would cause for less disruption and affect far fewer residents than Wil-B. However, I am totally against any type of accommodation at Williton, as already stated.	9145-825-1952	/			

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Tractivity 510	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. See my comments on point 4. Any accommodation building at Cannington Village or Williton must be avoided at all costs- these places should remain unspoilt. Cannington College must be the best judge of whether they have need and space for additional buildings. If you insist on campuses being built then Bridgwater Junction 23 is least of the evils, but that creates problems in transporting the workers to and fro. Keep accommodation on or immediately adjacent to the site, keep it of a temporary nature and remove as soon as construction is finished returning the land to its original state. You are proposing to build facilities at various places in a beautiful quiet unspoilt area of Somerset. Please do not wreck it by covering bits of it in tarmac and 'facilities' that are not wanted and once construction is complete, destined to become eyesores and white elephant.	9182-825-3482	/			
Tractivity 510	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? No! I do not want to see any park and ride facilities, let alone permanent ones. If you have to have one, Bridgwater junction 23 is the least of the evils. If so many workers will come from Minehead area, why not use the proposed ferry (see my comments on point 4) to transport them along the coast, direct to their place of work and leave their cars at home in Minehead. Don't spoil lovely Williton.	9182-825-4783			/	
Tractivity 511	Public	Stage 1	It would be preferable if a site nearer Hinkley could be found - say Nether Stowey - rather than Williton. The A39 East of Nether Stowey is much better than West of it - and that is not saying a great deal!	9183-825-2063		/		
Tractivity 512	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? No for Williton. Do not know for others. The least evil of the two for Williton is to the West.	9184-825-2939	/			
Tractivity 518	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Both Williton sites are on a flood plain. The site to the East of Williton is in the parish of Sampford Brett. Therefore there should be no build because of small village and no amenities. This site will also have an impact on adjoining residences.	9190-825-1995	/			
Tractivity 519	Public	Stage 1	If Williton site used. Williton Site A or Site B not suitable for transport i.e park and ride and (still does affect A39 i.e Does not help much) Accommodation-too far way.	9191-825-980			/	

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Tractivity 519	Public	Stage 1	As already stated siting of Williton is the wrong choice for accommodation and park and ride facilities. In addition both areas are prone to flooding. The Mamsey House area/field is beleived to be an ancient flood plain. Has the environment agency been considered or asked for comment?	9191-825-4262	/			
Tractivity 522	Public	Stage 1	Comments on Williton Proposal I think it entirely unreasonable to suggest, yet again, building accommodation on the soft land above Catwell when it has already been rejected on 3 occasions 1991. 1996 and 2009 on the grounds of flood risk and inadequate access to the village. If the site is to returned to village resident in approx 10 years it is the wrong side of the village and access to amenities would be very limited. The new residents would shop and relax else where. The flood plain arguement apply even more to the Mamsey House site and new *bobed care home, F.E centre and registry office commence building this year on The Buny.	9193-825-2230	/			
Tractivity 522	Public	Stage 1	Not at Williton	9193-825-3357			/	
Tractivity 523	Public	Stage 1	Please give comments on your preferences and any suggestions about the future use of these facilities. This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot geing dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.	9194-825-2589			/	
Tractivity 523	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? There is no community benefit. If this goes ahead in Williton. This village will be destroyed.	9194-825-4106	/			
Tractivity 528	Public	Stage 1	4. Any other ideas or comments? I can see no possible reason why a hostel and park and ride should be at Williton.	9199-825-996	/			

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Tractivity 536	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 community benefits?? (Williton) Would you want to have the price of your property devalued. We were told that the land on the West site was green belt and would not be built on. I can't see this project would benefit the village in the long run at all.	9206-825-3085			/	
Tractivity 542	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? In conclusion 1. Do nothing at all around Willito	9211-825-5014			/	
Tractivity 545	Public	Stage 1	Long term Williton can accommodate around 80 - 100 people through development of brownfield sites.	9214-825-2282			/	
Tractivity 546	Public	Stage 1	Do not agree with accommodation plans for Williton. Large impact of relatively small village - no need for 350 space park and ride once project finished.	9215-825-1972	/			
Tractivity 548	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? Williton does not need park and ride facilities.	9217-825-2596			/	
Tractivity 579	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? A power station is needed but I live in Williton and can see no reason why we should have buildings for workers. We chose to live here and my husband travelled to Hinkley Point- no need for extras here!	9248-825-3815	/			
Tractivity 581	Public	Stage 1	4. Any other ideas or comments? Any other ideas or comments? We object to the whole idea of having a campus/park and ride site in Williton. A minority of local workers would be likely to be recruited in Williton, with move from Minehead and the A39 between the two is already crowded and dangerous a few buses would be preferable to lots of cars, the A39 from Williton to Cannington is also overcrowded and accomodation workers in Williton would add to this.	9250-825-1309			/	

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Tractivity 583	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I feel as many as possible should be housed as near as possible as transport costs are reduced and the implications for the environment reduced. Accomodation at Williton could be bad as it would entail alot of traffic on an already busy road from Williton to the site. The buildings would be obsolete after build of the power station as Williton would have no use for a 200 bed building.</p>	9252-825-2216	/			
Tractivity 584	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>What about Nether Stowey?</p> <p>A new care home will soon be built. A hotel would not be viable.</p> <p>I fail to comprehend why EDF would consider siting a parkand ride and accommodation in Williton. When I asked one of your advisors I was told it was after discussions with West Somerset District Council. Fact straight out denied by (personal details removed), also present, who had been assured by (personal details removed) this is not the case, who to believe? Williton is situated at the point where both &apos;red routes A39 ans A358 converge. Both roads are literally &apos;death traps&apos; none of your advisors could tell me exactly how far the journey was from Williton to Hinkley C but it must be in excess of 15 miles! The A39 is the main holiday route into Exmoor/ West Somerset coast, inclding Butlins. The road conjested with commuting buses would destroy the only industry in the area, i.e tourism and resul</p>	9363-825-2116	/			
Tractivity 586	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The proposed use of Williton as a 'hostel' area is ridiculous. The village is small and does not have the infrastructure to absorb the numer of people expected. Bridgwater is a much more sensible site for hostel construction and for regular transport access.</p>	9253-825-1011	/			
Tractivity 605	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The temporary campus on site should, if possible, be increased to 900 so that the Williton site would not be required. All that would then be required in Williton would be a park and ride. If Williton campus still required, much more though needs to be given to its siting, layout and access roads to/from site.</p>	9271-825-2317	/			
Tractivity 661	Public	Stage 1	<p>Campus and transport plas are ill thought out and would bring major chnanges to rual Cannington and Williton.</p>	9325-825-4516			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 662	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 realise that the country needs extra power, be it by nuclear or any other sources and having two stations constructed in this area in the past with minimal disruptions opposed to the development of Hinkley C campus and transport plans are ill thought out and would bring major changes to rural Cannington and Williton.</p>	9326-825-4194			/	
Tractivity 664	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>no data</p> <p>2. Return to land to its previous use</p> <p>Box ticked: no data</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: no data</p> <p>2. Any other ideas or comments?</p> <p>no data</p> <p>3. Do you have any comments on the strategy for rights of way across the site during and following construction?</p>	9327-825-0			/	
Tractivity 671	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>As a resident of Williton, I know that there is a rising feeling of resentment against any development here regardless of its proposed temporary nature. It is only very recently that we have learned anything of this (for reasons that are currently unclear) Certainly and development to the east would be most unacceptable environmentally. Any development here would be destructive long term to the area.</p>	9334-825-3921			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>PREFERRED CONSTRUCTION SITE</p> <p>TICK ONE</p> <p>I PREFER</p> <p>SITE A behind Mamsey</p> <p>SITE B east of Williton</p> <p>Between Site A and Site B, Williton - 13th December 09</p> <p>Total forms returned: 295</p> <p>Total signatures: 310</p> <p>Returns for Site A (behind Mamsey): 263</p> <p>Signatures for Site A: 283</p> <p>Returns for Site B (East of Williton): 19</p> <p>Signatures for Site B: 20</p> <p>Returns for neither: 7</p> <p>Signatures for neither: 7</p> <p>Spoilt returns: 6</p> <p>Site A: 283</p> <p>Site B: 20</p> <p>Counted by: (Editor's note: not entered into database: 3 signatures)</p> <p>Verified by(personal details removed)</p> <p>(Editor's note: not entered into database: signature)</p>	9400-825-2336			/	
Tractivity 62125	Public	Stage 1	<p>Proposed Campus</p> <p>We can see no justification for siting worker accommodation in the Williton / Sampford Brett area as it will only exacerbate traffic congestion on the A39. It would seem more logical to site the accommodation closer to the power station site and/or closer to recreational facilities such as on the outskirts of Taunton.</p> <p>Sampford Brett has a population of just over 200 people; to build accommodation for a further 200 people within our Parish ('Site B') would therefore almost double the population; we think this is disproportionate and therefore unacceptable.</p>	9413-825-336	/			
Tractivity 62125	Public	Stage 1	<p>Proposed Park and Ride</p> <p>While we agree in principle with park and ride schemes as a way of reducing the number of vehicles on the A39, we do not think that either of the Williton / Sampford Brett sites are suitable. Cars accessing Site A from the Taunton direction will have to negotiate the Egremont corner (Tower Hill / Priest Street junction) as will cars accessing Site B from the Minehead direction. Buses from both sites will have to pass through this junction which is already dangerous and is particularly busy during holiday periods.</p>	9413-825-1794			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62125	Public	Stage 1	In conclusion we ask that you reconsider the 'need' to site either accommodation or park and ride facilities in this area. We are not against the development of Hinkley Point per se, but do not think the nominated sites are suitable for the proposed uses.	9413-825-2729		/		
Tractivity 62127	Public	Stage 1	Due to the volume of traffic that would be created, we object to the proposed sites at Williton. Further, we strongly object to the use of the suggested site east of Williton as it is a most attractive area much used by walkers and dog walkers.	9414-825-62	/			
Tractivity 62129	Public	Stage 1	we realise the country needs more energy and the government is hell bent on fast tracking nuclear power plants, maybe this is the right thing or not, my concerns are the way that EDF and local counsels are going about it, take the proposed development sites hear at Williton it outrageous to even think of carrying out this development both sites are high flood risk areas so no thought for local residence a huge development of this kind would create even more flooding then there is the road infrastructure, park and ride or no park and ride the roads are not fit for the extra traffic. EDF should go back to the 1980s proposal put a road link from Dunball to Hinkley Point keeping all traffic to one main road , park and ride could be North or South of Bridgwater, as far as accommodation is concerned either use existing ongoing developments and pos rental properties any other accommodation could be sited somewhere near the proposed new road thus saving fuel and energy which it is all about, leave the villages alone they would develop on there own as time goes on with Hinkley Point it is not rocket science	9416-825-0	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62216	Public	Stage 1	<p>We object to the proposal for provision of accommodation and a park and ride site at Williton for the following reasons:-</p> <p>Construction labour coming from most of Britain and abroad would come in the main on the M5. They would not want to take 30 minutes or so to travel to the site and back each day, especially with possible risks of delays and accidents.</p> <p>We think it is unlikely that much labour for the rather specialised trades would be available in the Minehead direction. It is unknown which contractors will be doing each section of the work as it will be put out to tender at a later date. These contractors will be choosing their own labour or subcontractors.</p> <p>The two possible sites shown are believed to be outside the village envelope.</p> <p>Both sites are currently being farmed and producing crops and grazing for sheep. Please note recent Government directive for food production.</p> <p>The site to the east of Williton is very close to the Quantock Hills which is an A.O.N.B.</p> <p>Both sites could be subject to flooding problems.</p> <p>The suggested entry to the eastern site from the A358 is on a hill on a road which is very busy at peak times.</p> <p>Williton would suffer further congestion with increased traffic.</p> <p>The A39 is a dangerous road with an increased risk of accidents and slow driving which already takes farm vehicles, large lorries for retail and papermill deliveries and delivery of static caravans etc.</p>	9432-825-19	/			
Tractivity 62517	Public	Stage 2	It has been suggested that workers from Tiverton will use this facility, This idea is ridiculous.	10099-825-1706			/	
Tractivity 62579	Dual - Consultee with an Interest in Land and Public	Stage 2	I have attended three of your consultation meetings and read the stage 2 literature and J would like to pose this question:- Where is the data to substantiate the need for a 310 Park and Ride facility, serving 500 plus employees, in Williton ? The only conurbation to the west of Williton is Minehead. Your team of Consultants at the meetings insinuated the majority of employees would come from the Barnstaple / Tiverton area. Surely these men should be allowed to use the North Devon link road and motorway and not be forced to drive over Exmoor to park in Williton and from Williton, bused along the already treacherous A39.	10130-825-51			/	
Tractivity 62582	Public	Stage 2	Q8 There should not be a park and ride facility at Williton.	10133-825-6220		/		
Tractivity 62938	Public	Stage 2	More convenient to use their own cars so doubt how many will actually use your "white elephant".	10177-825-5312			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62671	Public	Stage 2	We would hereby like to formally complain about the proposals that EDF are putting forward, on 5 counts: <ul style="list-style-type: none"> The plans for a storage and fabrication site at Combwich The refurbishment of the wharf at Combwich for use by EDF to bring in All's and other freight The plans for transporting some 5000 employees, 120 HGV's, an unspecified number of park-and-ride buses and up to 120 daily visitors to Hinkley C along the C182 The plans for the developments at Williton and Junction 24 of the M5 	10180-825-0	/			
Sampford Brett Parish Council	Statutory Consultee	Stage 2	Finally, we wish to inform you that we feel there was not enough notice given to the public to attend the last exhibitions.setting out the Stage 2 proposals.	10228-825-774			/	
Somerset Councils and SNEG	Statutory Consultee	Stage 2	There are serious objections to the associated development proposals.	10240-825-1901			/	
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 December 2009: Rational for a Campus or P&R site at Williton is not presented Update September 2010: The proposal for a campus is removed.	89326-825-1519			/	
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 lies beyond the settlement boundary of Williton and as a result is considered to be within the open countryside. Due to this designation, development will only be permitted where it both benefits economic or social activity without leading to a significant increase in car travel and maintains or enhances environmental quality. On this basis, the development would be contrary to Local Plan Policy. Officers at the Council have previously stated that should proposals for an economically, environmentally and socially sustainable extension to the village come forward, demonstrating significant transport improvements and social facilities, including a park and ride facility, then the proposal may be considered more acceptable. In short a proposal would need to demonstrate significant environmental, social and economic benefit to the community of Williton to outweigh the policy objection to the proposal as currently submitted.	89401-825-4703			/	
Tractivity 62955	Public	Stage 2 Update	I am glad you are not building a park and ride in Williton.	89683-825-3157		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62998	Public	Stage 2 Update	Williton better as Park and Ride is now reduced and on a brown field site.	89692-825-3728		/		
27	Comments received under the EIR from the IPC	Stage 2	We would hereby like to formally complain about the proposals that EDF are putting forward, on 5 counts: <ul style="list-style-type: none"> ▪ The plans for a storage and fabrication site at Combwich ▪ The refurbishment of the wharf at Combwich for use by EDF to bring in AIL's and other freight ▪ The plans for transporting some 5000 employees, 120 HGV's, an unspecified number of park-and-ride buses and up to 120 daily visitors to Hinkley C along the C1S2 ▪ The plans for the developments at Williton and Junction 24 of the M5 	89816-825-0	/			
32	Comments received under the EIR from the IPC	Stage 2	Even though E.D.F. is no longer proposing to build a hostel for construction workers in Williton, we understand that it is still proposing to site a Park & Ride scheme there. Why will this be necessary?	89821-825-289			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is the Councils view that the proposed reduction in car spaces is a positive step, subject to the provision of a full and robust transport strategy and investment package, and that both the Smithsyard terminal and Mamsey Lane sites have their merits and potential disadvantages.	89875-825-1865			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In comparison, siting the Park & Ride on the A39 at Williton would improve accessibility for users to visit shops and facilities in the village. As highlighted within the Councils Draft HPC SPD, the Mamsey Lane site could also align better with plans for a sustainable housing extension set out in the emerging Williton masterplan, with the potential to contribute towards the delivery of highways, flood risk management, utilities and community infrastructure requirements for the village. The Smithsyard Terminal site is incapable of delivering any of these long-term legacy benefits. This is further compounded by EDFE's legacy intentions for the site, which are simply to revert it back to a lorry park.	89895-825-5495			/	

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 2	The construction methodology is not clear. If constructing the Park and Ride involves removing any of the gravel terrace itself, the archaeological mitigation should include means to observe and record any artefacts that may be present. This aspect was not raised in the desk-top assessment, but the coastal Palaeolithic deposits at Donniford may have originated from movement of valley deposits which now form the river terrace on which Williton sits.	10190-822-13140	/			At the Stage 1 consultation, EDF Energy proposed two search areas to the West and East of Williton respectively as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work it was determined that fewer workers would be living near Williton than originally envisaged. As a result of this the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility.
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.	89324-822-4313	/			The park and ride site now proposed as part of the application for development consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land adjacent to an existing industrial/storage building on the Smithyard site, which would remain in place. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton en route to the Hinkley Point C site.
Williton Parish Council	statutory consultee	Stage 2 Update	- The proposed roundabout should be constructed and in use before the park and ride was in use	89759-822-496	/			On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. As part of the works to be undertaken at the former Smithyard Terminal site, it has been agreed with the local authorities that the Washford Cross junction would be modified and a roundabout introduced to improve safety. This aspect of the works is to be carried out prior to the park and ride facility being operational.

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 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)	88900-818-6836	/			At the Stage 1 consultation, EDF Energy were proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home. In order to respond to these concerns, the park and ride site now proposed as part of our application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. We are also proposing that bus services from the park and ride will be able to pick up workers based in Williton itself, en route. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to disruption, social impact, nuisance, capacity of existing facilities, visual intrusion, lighting, flooding, noise, dust and safety associated with the development of the site previously proposed are therefore not addressed in any further detail. In addition at the Stage 1 consultation, we were proposing the two search areas to the west and east of Williton respectively, as potentially suitable sites for a workforce accommodation campus. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and we therefore concluded that we would not need to provide new accommodation in Williton as part of our application for a DCO. For this reason, at the Stage 2 consultation no further proposals were included for proposed accommodation at Williton.
Williton Parish Council	Statutory Consultee	Stage 1	2. To request that greenfield sites are not considered, but rather look at existing sites that could be used for the developments and improve existing facilities. I attach a report with details of these sites, together with accompanying plan and planning decision notices. (Editor's note: pdf does not include any planning decision notices). Please note that the red outline on the plan is for identification purposes only and may not be accurate. In addition to the sites mentioned in the report we would suggest that the Fire Station might be considered for parking.	8748-818-1264	/			
Williton Parish Council	Statutory Consultee	Stage 1	HINKLEY POINT C PUBLIC CONSULTATION - STAGE 1 PROPOSALS REGARDING ALTERNATIVE SITES FOR DEVELOPMENT Site 1 - Rear of Gliddons, Bank Street Outline planning permission (3/39/08/001) for residential and small scale retail granted on 31 July 2008. Owner: J Gliddon & Sons Ltd Copy of decision notice enclosed. Site 2 - Former Tractor Site, Bank Street Planning permission granted for 10 x 2 bedroom dwellings (3/39/07/006) 29 March 2007. A renewal has been submitted and yet to be determined (3/39/10/001) Owner: J Gliddon & Sons Ltd Copy of decision notice enclosed. Site 3 - Bridge Farm Planning and listed building consent (3/39/09/004 & 005) granted on 31 July 2008 for conversion of barns to form two offices, nine dwellings and one new dwelling. There are also 2 large dwellings on the site which are to be retained. This would ensure that the buildings are reused and part of the site could be used as a small Park and Ride. Owner: Wyndham Estate Copy of decision notice enclosed. Site 4 - Former Gliddon's Garage, High Street This site may be suitable for about 20 dwellings. No planning permission however has been granted or refused as it is understood that no application has been submitted. This would bring a redundant site back into use. Owner (personal details removed)	8748-818-2518		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>Site 5 - Former Pottery, Half Acre</p> <p>Four recently completed dwellings. One has been sold. The owner is interested in the others being used by EDF.</p> <p>Owner: (personal details removed)</p> <p>Site 6 - West Somerset Free Press Offices, fronting North Street</p> <p>It is understood that the building that accommodated the printers is redundant and may be suitable for redevelopment or conversion.</p> <p>Contact: West Somerset Free Press, (personal details removed)</p> <p>Site 7 - Croft House, North Croft</p> <p>Croft House is due to be relocated this year to a new site on Bridge Street. This will leave a usable building or redevelopment site. This would ensure the site is reused and not left redundant. It could also be used as a Park and Ride facility. (personal details removed)</p> <p>Owner: Somerset County Council, (personal details removed)</p> <p>Contact: (personal details removed)</p> <p>Site 8 - Industrial estate, Long Street and adjoining fields</p> <p>The owner of the industrial estate is willing in principle to allow the site to be redeveloped but has advised that West Somerset Council has said that the industrial units need to be relocated if a planning application is submitted.</p> <p>Owner: (personal details removed)</p> <p>The fields beyond (hatched on attached plan) can be accessed via the industrial estate, or via Brook Road (if a bungalow was removed)</p> <p>Owner: (personal details removed)</p> <p>Possible owner of some of the bungalows: (personal details removed), S Notaro Ltd, (personal details removed)</p> <p>Development of this site would allow access to the village hall site and allow a new access to the Guide Hut of which the current access is very dangerous.</p> <p>There are about 6/7 empty units in the building owned by West Somerset Council and 4 units that have not been built adjacent to Exmoor Trim.</p> <p>Site 9 - Sir Gilbert Scott Court, Long Street</p> <p>Planning and listed building consent (3/39/043 & 044) has been granted to convert the former workhouse and build new units. 28 of the units (mainly new build) have been repossessed and have recently been acquired by SEC Properties Ltd. These units need finishing and could be suitable as accommodation for construction workers.</p> <p>Architects: TFQ Architects (personal details removed). Tel: (personal details removed)</p> <p>Copy of decision notice enclosed.</p>					

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Williton Parish Council	Statutory Consultee	Stage 1	Hinkley Point C Public Consultation - Stage 1 Further to our letter to you dated 7th January, I would like to draw your attention to a Pre-Planning Application Public Consultation from Summerfield Homes that is taking place regarding new homes at Gliddons Garage site in the High Street, Williton on 20 January 3.30-6.30pm. This was one of the alternative sites mentioned in our report and I would be grateful if you would investigate this further.	8748-818-6194			/	
Tractivity 904	Public	Stage 2	8. Any other ideas or comments? save your money put it towards a proper bypass	9662-818-3761		/		
Tractivity 1039	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below There is a report in the West Somerset Free Press of 17/9/10 that W.Somerset and Sedgmoor councils are proposing that EDF build 260 houses in Williton to house workers and that these would then be used as affordable homes. Under no circumstances should EDF consider this proposal as this would still involve housing a very large number of workers in Williton which is completely inappropriate (nubars, clubs, cinemas etc) as stated earlier and would be just as unpopular to put a hostel in Williton.	9797-818-7009			/	
Tractivity 203	Public	Stage 1	4. Any other ideas or comments? The idea of building accommodation in Williton is absurd. Williton is a small village and having hundreds of migrant workers invade the village would cause disruption and nuisance. Build the accommodation next to Hinkley Point, which is already an eyesore.	8910-818-1066	/			
Tractivity 379	Public	Stage 1	2. Any other ideas or comments? Don't put any sites in Williton, West Somerset at all. The infrastructure of Williton will not cope.	9065-818-620	/			
Tractivity 379	Public	Stage 1	4. Any other ideas or comments? We do not want anything to do with this at all in Williton. I do not want to look out of my kitchen window and see an ugly concrete building. If the jobs provided are for local people and people from surrounding areas why is there a need to building accommodation blocks?	9065-818-991	/			
Tractivity 422	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I am in favour of further development of nuclear facilities at Hinkley Point but am opposed to any further western encroachment along the A39 beyond the existing Hinkley development. Perhaps this would set the absolute boundary at the proposed alternative emergency access road and perhaps, Nether Stowey.	9104-818-4263			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 434	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>We oppose the building of hostel accommodation and park and ride facilities on greenfield sites in Williton. There are a number of brownfield sites in Williton which might be suitable for smaller scale developments that would be in keeping with the existing village. Williton does not have the facilities to support a large number of construction workers.</p> <p>The A358 and A39 are already dangerously over-congested. We believe that the bulk of any new workers accommodation should be situated close to Hinkley Point and any necessary park and ride sites should be close to the M5 in order to reduce the increased traffic on local roads.</p>	9113-818-4526	/			
Tractivity 469	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is totally unsuitable. The sites are both greenfield and should be sacrosanct. It is too far west these workers need to be close to motorways(for those able to return home at weekends)and large towns (with clubs, bars cinemas etc). Taunton should be considered as well as Nether Stowey, WHICH has expressed an interest in having such a campus. If it is still necessary to house workers in Williton, then it should be in smaller units built on brownfield sites (as confirmed by Williton Parish Council). If you are insistent upon destroying greenbelt land then site at Wil-A Mamsey House would cause for less disruption and affect far fewer residents than Wil-B. However, I am totally against any type of accommodation at Williton, as already stated.</p>	9145-818-1952	/			
Tractivity 545	Public	Stage 1	<p>If a policy of consolidation is to be pursued then EDF should consider entering into a long term contract with Haven Holiday Homes at Doniford - this provides the provides the infrastructure to accommodate up to 200 workers and is close to both Watchet and Williton. Minimal road improvement between Doniford and St Audries* will provide a direct road link and avoid impacting the roads in williton.</p>	9214-818-2542			/	
Tractivity 60794	Public	Stage 1	<p>(personal details removed) called to voice his problem with the accommodation in Williton. He said he remembered flooding in that feed and that it should be looked into. He felt there should be an alternative option.</p>	9401-818-0	/			
Tractivity 62130	Public	Stage 1	<p>In terms of the specific land to the East of Williton, I make the following comments:</p> <p>1) The area of land proposed to be used appears excessive for the proposed use and a smaller area could provide the required facilities (however this may only appear so from the outline plans);</p>	9417-818-1381	/			
Tractivity 62619	Public	Stage 2	<p>I was just wondering if EDF had any plans to create a bypass around Williton. Somerset, as part of the Hinkley project? IT would keep the locals happy! Look forward to hearing from you.</p>	10166-818-9		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sampford Brett Parish Council	Statutory Consultee	Stage 2	<p>The Parish Council give their response to the Stage 2 Consultation as follows:-</p> <p>We cannot find any justification for ruling out the lorry park next to Tropiquaria for the Park and Ride. The proposed site is adjacent to Mamsey House Residential Home and the new Residential Home currently under construction.</p> <p>Traffic problems are already evident on the A39 approach to Williton (from Minehead). Extra traffic generated by the new site plus the new Residential Home under construction can only cause further traffic problems, including safety issues.</p> <p>We therefore reinforce the suggestion that the Park and Ride should be located at the Lorry Park and that EDF should be asked to pay for a roundabout at Tropiquaria.</p>	10228-818-47	/			
Watchet Town Council	Statutory Consultee	Stage 2	<p>1. Transport: - A preference was made to the "Park & Ride" interchange being located at the Crossways Business Park, rather than a Williton site, leading to consequential improvements to the Washford Cross junction.</p>	10235-818-229	/			
Williton Parish Council	Statutory Consultee	Stage 2	<p>If it is proposed that if there should be more housing in Williton this should be located on Brown Field sites and this should give a legacy of mixed housing, not all social/affordable housing so that we aim for a balanced community including those which could be used for retired use. We would require further clarification if any building was to be on green field sites.</p>	10239-818-298	/			
Williton Parish Council	Statutory Consultee	Stage 2	<p>It would also be a requirement that a pedestrian link between the proposed park and ride and Williton Centre be constructed, so that safe access to the local services would be provided. We would also like a number of parking spaces to be provided for local use.</p> <p>These proposals would improve Egremont corner and the Village centre to the benefit of all concerned.</p>	10239-818-1045	/			
Landowner - The Wyndham Estate	Consultee with an Interest in Land	Stage 2	<p>Preference: The Estate holds the strong conviction that there is far greater potential to satisfy both the stated needs of edf for off-site accommodation and parking on alternative sites within the Williton/Watchet/Washford triangle. The Estate is also firmly convinced that such alternatives possess the genuine potential to accord with the rural regeneration goals of West Somerset Council, without attracting substantive objections on grounds of either (a) sustainable transport and development strategy, (b) highway safety, (c) flood risk, (d) ecology and/or (e) archaeology.</p>	10251-818-2071	/			

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	8. Any other ideas or comments? My comments above apply equally to the proposal for a facility of this nature at Williton.	9880-819-5526			/	<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to impacts on hedgerows and farmland associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>Existing mature planting on bunding around the perimeter of the proposed site at Smithyard Terminal would be retained as part of the landscape scheme. Semi-improved grassland and additional shrub planting has been proposed on verges.</p>
Tractivity 1145	Public	Stage 2	8. 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. It would also spill out onto local roads which are already congested in summer months with tourists although you will have got rid of the tourists.	9903-819-4630	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Landowner - Wyndham Estate	Consultee with an Interest in Land	Stage 1	3. Engagement: In the event EDF wish to give further consideration to either or both of the sites at Williton, the Estate actively welcomes any opportunity for early engagement, positive discussion and negotiation in respect of potential leasehold agreements for relevant parcels of land, on the basis of Heads of Terms which would secure 'legacy' development, such as: i. Essential infrastructure - in the form of drainage, access and roadways to facilitate future, positive redevelopment of the land. ii. Traditional buildings - to complement the village of Williton and provide long-term rental income for the Estate in the future.	8729-820-1457			/	At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rationale for this is contained in the Transport Assessment . This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant site-specific concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home. In response to these concerns, the park and ride site proposed as part of EDF Energy's application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building. The change in site location addresses a significant number of the concerns raised during the Stage 1 and Stage 2 consultations; however there were some outstanding concerns relating to the approach to post-operational uses in general which are addressed below.
Williton Parish Council	Statutory Consultee	Stage 1	In addition we would like you to take the following comments into consideration. - Concern regarding the exit route from the Tower Hill site. - Traffic issues surrounding Egremont Corner - Concern of A39 and the need for significant improvements - Recruitment from the local community and schools - Adequate legacy to supply the need of the local area - The need to look at the needs of the younger community and how Williton is developed for the future in terms of work and new businesses.	8748-820-1843			/	
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The level of residential development proposed for Williton is broadly supported, assuming an appropriate legacy use for a construction worker campus is agreed with West Somerset Council.	88290-820-7	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Williton - Proposals to accommodate up to 200 construction workers in West Somerset are broadly supported, however the Council would welcome further dialogue with EDF Energy around legacy uses for accommodation and the potential for distributing construction worker housing to a series of sites in Williton, Watchet and Minehead. The principle of providing some accommodation in Williton is supported by the Council	88290-820-3160	/			Many of the consultation responses relating to the use of the Williton site once it is no longer required by EDF Energy, received during EDF Energy's Stage 1 consultation, related to 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. The 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 (part of the Planning Statement), for details.
Tractivity 891	Public	Stage 2	It could be useful for the village to have the carpark retained rather than removed	9649-820-3532			/	
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.	9685-820-9002	/			

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	8. Any other ideas or comments? The siting of a P and ride so close to Mamsey House will disrupt the lives of residents who are coming to the end of their lives. The noise will be unbearable day/night. It is bad enough for the residents to hear the incessant traffic noise during the summer. Again, it will be a ?Brown field? site and be developed at the end of construction of the powerstation. The field at Paddons Lane Stogursey upon which temporary caravans were sited for ?B? station workers 40 years ago was deemed ?brown field site?. Result, 70 new houses.	9694-820-5531	/			The post-operational proposals are to remove the temporary structures specifically related to the use of the site as a park and ride, retain the majority of hardstanding and revert back to the previously consented use as a lorry park, depot and storage area. Any future use or development of the site for anything other than a lorry park would require a new planning application to be made to the local authority, which would need to be judged on its merits. It is noted that Sedgemoor District Council (SDC) and West Somerset Council (WSC) supported the provision of some worker accommodation in Williton as a means of providing an appropriate legacy for the village, although this has now been removed from the scheme to respond to concerns raised by the local community.
Tractivity 937	Public	Stage 2	8. Any other ideas or comments? For many of the inhabitants of the area around Hinkley Point their ages mean that they may well die before the powerstation is completed, however they are currently in their own homes. The plan for a park and ride next to Mamsey House in Williton is an outrageous one. The residents of the nursing home are very near the end of their lives and should not have such noise and disruption inflicted upon them. After the site is no longer needed for park and ride it will become a prime place for housing as it sits right on the boundary of the village - that too is unacceptable. DO NOT inflict misery on these elderly people.	9695-820-5177	/			Some consultation comments suggested that an appropriate legacy at Williton might be to provide and retain a roundabout at Washford Cross. In response to these comments EDF Energy proposes to provide a roundabout at Washford Cross that would be retained after the construction of HPC.
Tractivity 1071	Public	Stage 2	8. Any other ideas or comments? It would be good if there was some way of leaving a lasting benefit to the community from this facility. Maybe residents of Williton should be polled to seek their opinion as to what use it could be put to.	9829-820-4807			/	A number of consultation comments at Stage 1 suggested appropriate legacy uses for the greenfield site at Mamsey Lane, including community woodland, family accommodation, swimming pool and sports and recreation facilities. These were not proposed as appropriate uses for the lorry park and would be unlikely to be appropriate, given the distance from the village. It is considered that the most appropriate post-operational use would be to return the site back to its existing employment use.
Tractivity 1076	Public	Stage 2	8. Any other ideas or comments? I think it is ludicrous to put a park and ride facility at Williton and particularly to use a green field site. I believe inadequate research has been carried out to assess just how many local workers would need to use this facility. I believe that the majority of workers will be European immigrants not locals. What guarantees are there that the site would be restored to prime agricultural land	9834-820-5225	/			In their joint response to the Stage 2 Update consultation, WSC and SDC on balance supported the principle of using the former Smithyard Terminal site; however they raised concerns about the lack of ability of this site to achieve lasting benefits for Williton.
Tractivity 1122	Public	Stage 2	8. Any other ideas or comments? My comments above apply equally to the proposal for a facility of this nature at Williton.	9880-820-5526			/	Based on the significant objections raised by the local community in relation to development of greenfield land in Williton, it is considered that the proposed site (ie, the former Smithyard Terminal site) is the most appropriate in planning terms, and the return of the site back to employment use, as proposed, would provide lasting economic benefits.
Tractivity 1143	Public	Stage 2	8. Any other ideas or comments? Should be kept	9901-820-3577			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? As above	9924-820-4369			/	
Tractivity 1171	Public	Stage 2	8. Any other ideas or comments? Ditto - as above	9929-820-3858			/	
Tractivity 1185	Public	Stage 2	8. Any other ideas or comments? See above	9943-820-4065			/	
Tractivity 1190	Public	Stage 2	8. Any other ideas or comments? See my comments for Q7	9948-820-4845			/	
Tractivity 286	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The A39 from Williton to Nether Stowey is already too congested at times, so accommodating workers there does not make sense. An onsite campus does not provide legacy for the local area.	8974-820-2378	/			
Tractivity 337	Public	Stage 1	We have a care home and don't need a hotel. The hotel we did have closed.]	9025-820-2540	/			
Tractivity 396	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? No Williton does not want the change or the cost of the up keep in the years to come.	9081-820-2602	/			
Tractivity 451	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The answer is no to the retention of these facilities once construction is completed. People enjoy the freedom of using their cars and would only use the park and ride if it was forced on them.	9129-820-4085	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 514	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Would rather there was no campus behind Mamsey in Williton, but if it was to go ahead then the legacy benefits should be the provision of leisure facilities that could benefit West Somerset Community.	9186-820-2173	/			
Tractivity 523	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot going dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.	9194-820-2588	/			
Tractivity 528	Public	Stage 1	Williton is only a small village with little to offer to a camp of site workers. The campus proposal will probably increase the size of the village by about 50% and there are serious concerns regarding the future use of the campus after the workers leave.	9199-820-1407	/			
Tractivity 528	Public	Stage 1	Planning for a new care home in Williton has already been given and work should start soon.	9199-820-2924			/	
Tractivity 545	Public	Stage 1	Legacy needs to be retirement flats. As a new care home is already proposed for Williton and we are adequately served by properties within the surrounding area.	9214-820-2381			/	
Tractivity 546	Public	Stage 1	Do not agree with accommodation plans for Williton. Large impact of relatively small village - no need for 350 space park and ride once project finished.	9215-820-1972	/			
Tractivity 580	Public	Stage 1	I am concerned that a longer term use for the accommodation in Williton is found- maybe a number of two or three storey units would provide better affordable accommodation in the area in the longer term than one single block. I wonder whether purchasing and redeveloping the Urban Splash development on the East Wharf, Watchet might be considered? The local community is resistant to the proposed block of accommodation but might welcome a number of smaller, high quality units- say, for managers/engineers and their families at Hinkley Point C	9249-820-985	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 580	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The above responses are conditional on the type of accommodation. Whilst I am sure 'single block' accommodation is favorable for EDF's temporary work force, I see little longer term use. For the social regeneration of towns like Williton and Watchet, accommodation that would attract and house families in the longer term is more preferable.</p>	9249-820-2682	/			
Tractivity 581	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>We suggest that all campus accommodation should be as near as possible to Hinkley. Future use if it has to be placed in Williton, the site facilities could usefully include a village hall and swimming pool and/or other sporting/recreational facilities and housing which could provide sheltered accommodation. Regarding other sites, there are few further education facilities in the area eg. no university in Somerset might this be an opportunity to contribute towards establishing new F. E facilities?</p>	9250-820-3205	/			
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 and 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>	9252-820-3213	/			
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>	9364-820-4126	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62125	Public	Stage 1	In our opinion the only suitable legacy for Site B would be to return it to agricultural use. It outside the development boundary and is unsuitable for built development (as stated in the current Local Development Plan). Access to/from the A358 is very poor and any buildings are likely to be very visible from the Quantocks AONB and from the A39. The only areas of this site that may be partially screened from these viewpoints are within the flood plain, but are unsuitable for that reason. Any hard-standing would increase the flood risk to properties in Williton.	9413-820-1221	/			
Tractivity 62517	Public	Stage 2	2. The Williton park and ride should be relocated and constructed in such a manner that it gives community benefit after the construction phase. Further benefit involving either a roundabout at Washford Cross or the Williton Inner relief road should be brought forward.	10099-820-1437	/			
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Comment As above. I am concerned that these sites will not be returned to green fields as the "door" has been opened for future infill developments	10124-820-4969			/	
Exmoor National Park Authority	Local Authority	Stage 2	The plans show that the site would be temporary and the details explain, "It is proposed that all works would be removed and the land reinstated to an agricultural use, with the exception of the access and a number of landscape and drainage features which would be retained for ecological enhancement".	10209-820-11602			/	
Landowner - The Wyndham Estate	Consultee with an Interest in Land	Stage 2	1. Ownership: The Estate has freehold ownership interest in the whole of the site identified to the west of Williton. The Estate owns a considerable area of further land associated with the Williton/Watchet/Washford triangle of settlements. 2. Assessment: The site currently under consideration is divorced from the existing LPA defined settlement development limit for Williton. The location of the proposed access is considered inappropriately hazardous given existing traffic speeds and advance visibility achievable without undue, adverse landscape impact. The site does not therefore form a logical extension to the existing settlement for future positive redevelopment, once edf's proposed use has come to an end. Accordingly, the site would need to be returned to greenfield conditions, rather than leaving 'legacy development' in the form of re-usable infrastructure which might reasonably be integrated into future development.	10251-820-1128	/			

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	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.	89210-820-5037			/	
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.	89211-820-4136			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The consultation should identify locally beneficial landscape legacy projects such as Community woodland.	89250-820-1444			/	
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.	89325-820-2240	/			

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	West Somerset Council need to consider whether the identified legacy benefit of creating a serviced plot of land that has been reinstated to a green field single with potential for future development provides a sufficient counter weight to the policy objection of developing a Greenfield site outside the development boundary of Williton. Reinstatement of the site to Greenfield land may be the only acceptable legacy use for the site, and if this is the case West Somerset Council would ensure that this is secured through planning requirements or a Development Consent Obligation. Notwithstanding this, there remains the possibility that once developed, the site would come under pressure for alternative development. The Council are therefore in the process of developing a masterplan for Williton, which would consider a legacy plan for the Park and Ride Site and adjoining land.	89401-820-6279	/			
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.	89403-820-7797			/	
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 particularly its ecological component, does not currently 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 EDF Energy evaluation is that the re-instatement of the site is a Minor Benefit, although given the disruption and disturbance without further clarity on enhancements this should be viewed as neutral overall. Indeed in the summary table (see Table 7.10.8) there are as many adverse effects associated with potential removal/ re-instatement as with construction.	89405-820-13304	/			
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.	89429-820-13986	/			

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	- At present there is little evidence of legacy elements being incorporated into the design process.	89429-820-14944	/			
Williton Parish Council	statutory consultee	Stage 2 Update	- Have EDF entered into any agreement with the District Council regarding the legacy of the park and ride car park.	89759-820-829			/	
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.	89837-820-7218			/	
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.	89839-820-2934			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>9.5.3.3 Legacy Use</p> <p>The proposed legacy use for the Smithsyard Terminal site, after the construction of the HPC project, is to return the site to a lorry park. A related legacy of this associated development proposal would be any junction upgrades made at Washford Cross.</p> <p>When compared to the more direct economic and social benefits that would result from the development of the alternative Mamsey Lane site as identified above, then the lasting potential legacy for the community is considered to be greatly reduced.</p>	89895-820-8069			/	

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	Local Authority	Stage 1	-The Council will require that any proposals for associated development are supported by the appropriate level of infrastructure, including transport, social, leisure and green infrastructure and EDF clearly set out how the proposals would support objectives and policies of the Council as set out in Housing, Economic and Community Strategies. In particular it will be necessary to identify alternative access solutions within Williton for any associated development proposals to assist in reducing congestion at key junctions within the village and to potentially enable the growth of the village in the future.	88780-821-4232	/			<p>At the Stage 1 consultation, EDF Energy were proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane for a park and ride, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the park and ride site now proposed as part of our application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site, which will remain in place and will not be included as part of our application. We are also proposing that bus services from the park and ride will be able to pick up workers based in Williton itself, en route.</p> <p>On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to disruption, nuisance, capacity of existing facilities, visual intrusion flooding, noise, dust, and safety associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>In addition, at Stage 1 consultation, we were proposing the two search areas to the west and east of Williton respectively, as potentially suitable sites for a workforce accommodation campus. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and we therefore concluded that we would not need to</p>
Tractivity 681	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Naturally being a Williton resident I am pleased and relieved that there will be no hostel in Williton. However, I think the proposed park and ride will be detrimental to the area due to excessive traffic, noise and pollution. The infrastructure will not be able to cope with all the bus journeys? especially the centre of Williton. If it must be here can it be sited to the east of Williton to cut down on the number of buses going through the centre of the village. The proposal of bringing in a lot of the freight by sea is a good one.	9441-821-6852	/			
Tractivity 752	Public	Stage 2	8. Any other ideas or comments? Car parking for 310 cars is too many. Cars coming from over the top would have trouble in winter time. People would not travel from long distances. Also I live at (personal details removed) and I am worried about the lights and noise at night,	9510-821-3436	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-821-5955	/			
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? The plans to use the one single field - away from the village, being returned to agricultural use afterwards is the best solution. Living close to the site we appreciate the details plans to use screening and shielded lighting to minimise disruption. We do not agree with our Councils? response that the P&R should be linked to an inner relief road for Williton which we feel is quite unnecessary and outside of EDF?s responsibility. This idea is not well thought out and is just a knee jerk reaction to getting something for nothing.	9817-821-3831	/			
Tractivity 1140	Public	Stage 2	8. Any other ideas or comments? Temporararty not good enough	9898-821-3585			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 345	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is a long way from Hinkley Point.</p> <p>Both proposed sites are outside the development line on greenfield sites. The site to the west of the village is particularly unsuitable because it backs on to Mamsey House Care Home and Williton Hospital.</p> <p>If accommodation is built in Williton, other brownfield sites should be considered.</p> <p>And the accommodation should be of the type of residential property that has long-term use. Williton has no need of another "care home, hotel or other".</p> <p>I am very concerned about the social impact of these workers on the village.</p> <p>EDF should also be very aware of certain local landowners who would personally benefit from the sale of their land to the detriment of the village.</p>	9033-821-2469	/			<p>provide new accommodation in Williton as part of our application for a DCO. For this reason, at the Stage 2 consultation no further proposals were included for proposed accommodation at Williton. Specific concerns raised by consultees during the Stage 1 consultation relating to the siting of accommodation in Williton such as disruption, nuisance, capacity of existing facilities, visual intrusion flooding, noise, dust, and safety associated with the sites previously proposed are therefore not addressed in any further detail.</p> <p>We have positioned the area occupied by the park and ride facility within the Smithyard Terminal site in order out to optimise the area of land retained by the land owner for use with the retained existing building.</p> <p>The car park facility would include parking for our workforce for up to 160 vehicles (cars, vans and mini-buses) along with a bus terminus that would be used by buses transporting our workforce to and from Hinkley Point C development site. To enable buses to be on site at the start of shifts a number of bus stands would be provided. Along with the standard car parking bays a number of oversized bays would be provided for accessible (disabled) parking and for the 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. Within the car park clearly defined routes would be provided for the workforce to walk between their vehicles and the bus terminus.</p> <p>The proposed internal road network would not only provide access to and from our car park it would also provide access for buses to the bus terminus, means for buses to circulate between the bus stands and stops, and access for vehicles arriving at the site to either drop off or pick up employees from a lay-by provided just before the parking area.</p>
Tractivity 382	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The Williton east site is not suitable as the proposed access is on a hill and on to the wrong road, A358. This would mean traffic either having to go down Tower Hill and through Williton before reaching A39, or going over the Quantock Hills via unsuitable village lanes. If park & ride has to be situated here, then access should be to the north, directly onto A39, avoiding Williton itself.</p> <p>Park & ride will increase traffic along A39 from Minehead to Williton. This is an already busy road, subject to delays at pinch points & frequent accidents.</p> <p>A39 Williton to Bridgwater again is very busy with many large lorries, frequent accidents and subsequent road closures.</p> <p>Accommodation: Williton is not the right area, as it is too far away from Hinkley Point, along dangerous, already congested roads.</p> <p>The Williton east site is visible from the Quantock Hills and several other directions; it is crossed by well used Public footpaths and floods each</p>	9347-821-906	/			<p>As part of a sustainable drainage scheme we would ensure the rate of discharge of surface water from the park and ride facility to the local watercourse network is restricted to a greenfield run-off value. In order to store the surface water before it discharges off site attenuation measures would be provided in the form of an underground tank. The size of the storage would be suitable to accommodate a storm with a 1% annual exceedence probability event plus allowance for climate change.</p> <p>Although there would not be a cycleway serving the site we would provide cycle shelters for workers where they could secure their cycles should they still choose to cycle to the facility along the existing roads. In</p>
Tractivity 605	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The temporary campus on site should, if possible, be increased to 900 so that the Williton site would not be required. All that would then be required in Williton would be a park and ride. If Williton campus still required, much more thought needs to be given to its siting, layout and access roads to/from site.</p>	9271-821-2317	/			<p>As part of a sustainable drainage scheme we would ensure the rate of discharge of surface water from the park and ride facility to the local watercourse network is restricted to a greenfield run-off value. In order to store the surface water before it discharges off site attenuation measures would be provided in the form of an underground tank. The size of the storage would be suitable to accommodate a storm with a 1% annual exceedence probability event plus allowance for climate change.</p> <p>Although there would not be a cycleway serving the site we would provide cycle shelters for workers where they could secure their cycles should they still choose to cycle to the facility along the existing roads. In</p>
Williton Parish Council	Statutory Consultee	Stage 2	<p>A Park and Ride scheme would only be acceptable if there was a proven need. Should this be the case we would ask that the Park and Ride be located slightly nearer to Williton behind Mamsey House linking into an inner relief road. We would also like the junction at Washford Cross improved so that EDF would not be affected by this accident black spot.</p>	10239-821-685	/			<p>Although there would not be a cycleway serving the site we would provide cycle shelters for workers where they could secure their cycles should they still choose to cycle to the facility along the existing roads. In</p>

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Williton Parish Council	Statutory Consultee	Stage 2	It would also be a requirement that a pedestrian link between the proposed park and ride and Williton Centre be constructed, so that safe access to the local services would be provided. We would also like a number of parking spaces to be provided for local use.	10239-821-1045	/			addition we would also provide within the bus terminus two bus shelters and a smoking shelter. The existing access would not only serve our park and ride facility it would also continue to serve the existing building and its retained land. Although it is only proposed to carry out minor works to the existing access within the public highway, such as road markings and signage, they would be subject to safety and technical audits before approval would be granted by the highway authority.
RAC Foundation	Non-Statutory Consultee	Stage 2	4.7.1.1 Between Minehead and Williton there is only the lightly used cycle path as far as Carhampton. Encouraging cycling [cf. 2.1.18 of Park & Ride Masterplan] would increase danger and congestion on the A39 between there and Williton. 4.7.1.2 Building extra cycling provision would have an unacceptable opportunity cost if it were at the expense of investing in local improvements which would directly benefit motorised road users.	10267-821-10051	/			Within the bus terminus area and adjacent to the car park entrance we would provide an amenity building which would be a single storey building accommodating a security office, a bus driver and security staff mess room, and toilets for use by our staff and the workforce.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Scale of proposals at Cannington and Williton.	89196-821-1556	/			The park and ride facility would be fenced with a 1.8m high weld mesh fence and lockable swing gates. CCTV cameras would be provided at strategic locations along the site boundaries and would be monitored by our security staff based in the new amenity building. Lighting would be provided for the facility which also ensures the lighting levels along the boundary fence are suitable for CCTV surveillance. During the operation of the facility our 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 by either using an automated system or by our security staff directly. The exit from the car park would be provided with one-way flow control plates which allow vehicles to exit but prevents unauthorised access.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	8.13.24 WL28/24 does not link to any other right of way and is little used. SCC would like to see WL28/24 legally diverted from a point approx 30m of the junction with Priest Street running east (to the rear of Mamsey House nursing Home) for approx 200m to the junction of WL28/24 then continuing east for approx 48m to its junction with WL28/6.	89238-821-15095	/			Existing paved areas within the facility would be retained and where required new surfacing would be provided. The existing paving is impermeable and this principle would be continued into the new areas of paving. The impermeable paving would be retained at the post operational stage providing a suitable base for the site to revert to its previous use as a lorry park.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Further detailed work is required on the design of the Park and Ride (P&R) facility.	89250-821-1354			/	In conjunction with this site we would undertake highway improvements comprising the construction of a new roundabout at the Washford Cross junction

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	8.1.36 Clarification needed as Vol 3 states Mamsey Lane (east of site) will be reinstated to pedestrian and vehicle use but Masterplan Figure 94 shows a new road through the P&R retained as access to North Williton. Mamsey Lane is presently an agricultural access track only and it does not link the A39 to the B3191. - 8.1.39 states the Williton Park and Ride (P&R) is designed to capture traffic from Taunton, Minehead and other settlements to the west. There is a need to ensure that EDF discourage traffic movements over the Quantocks.	89250-821-4357	/			where the B3190 meets the A39.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The proposals lack detail and cannot be fully understood. - Other finer detail design needs to be included: e.g. bank and depth profiles for new water features to ensure they provide adequately for protected species. - Hard surfacing details - it is stated there is to be a Sustainable drainage scheme (SUDS) but no detail is provided. - Building details are yet to be provided and cannot yet be commented upon.	89250-821-5899			/	
Stogursey Parish Council	Statutory Consultee	Stage 2	[8.2.3, 8.3.1, 8.3.2] '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?	89289-821-11190		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	West Somerset Council would be keen to receive further details of the facilities to be provided on the site and how security issues have been considered.	89401-821-7386			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There may be potential for the spoil storage area to be relocated to improve noise attenuation and visual screening to the northern and eastern boundary of the site.	89401-821-7665	/			

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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 Council would require a road safety audit for the site and further details of the junction improvements to ascertain whether these improvements comply with design standards and have sufficient capacity.	89401-821-8712	/			
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 CCTV and the Council will seek to agree an appropriate level of coverage with EDF Energy.	89401-821-8954			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Notwithstanding the above, the site does appear to be over-engineered and too large. 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> <p>No longitudinal section along the A39 is provided, but observation shows that there is a crest at the existing Mamsey Lane junction. This could affect forward visibility for traffic approaching the junction from the west.</p> <p>The junction does not comply with design standards as set out in Design Manual for Roads and Bridges TD42/95 "Geometric Design of Major/Minor Priority Junctions" which specifically does not permit a diverging lane at simple priority junctions.</p> <p>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.</p>	89402-821-3484	/			
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. In addition the movements of workers for non work related trips has not been assessed which introduces another uncertainty on the extent and degree of impact.	89402-821-5636			/	

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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 noted that inherent mitigation as part of the design process has resulted in the size of the facility being consolidated as much as possible in order to minimise the temporary loss of greenfield land.	89406-821-1733	/			
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.	89665-821-5257			/	
Watchet Town Council	statutory consultee	Stage 2 Update	2. In particular, it welcomes the new Park and Ride facility proposals for Williton incorporating a new roundabout at Washford Cross which will help mitigate the expected increase in traffic along the main A39 road	89757-821-310			/	
Williton Parish Council	statutory consultee	Stage 2 Update	Members were happy that the proposed location for the park and ride had been relocated to the lorry park and that there would be a reduced number of car park spaces and a roundabout provided at Washford Cross. However, it was unanimously agreed that the following points should be considered.	89759-821-200			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.101 In terms of location there are concerns that the facility is not accessible by foot or cycle given the remote location and the nature of the highway network between the site and the nearest settlements. It is queried what EDF's proposals are for the existing uses on this site; will current lorry parking facilities be displaced and if so, where is it proposed to relocate these to?	89847-821-8521		/		
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.102 The redline plan for the site is misleading. All visibility splays will be required within the red line. On the submitted plan, it is unclear if the redline extends around the highway, however the highway boundary plan is incorrect and must be amended.	89847-821-8913	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- It is assumed that lighting and security provision would be commensurate with that set out in the Stage 2 Park & Ride proposals, but further information on these matters will be required.	89895-821-7463			/	

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Tractivity 315	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. WHy has Nether Stow, Holford, Kilve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustructure will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.	9003-1767-2021	/			
Tractivity 62216	Public	Stage 1	We object to the proposal for provision of accommodation and a park and ride site at Williton for the following reasons:- Construction labour coming from most of Britain and abroad would come in the main on the M5. They would not want to take 30 minutes or so to travel to the site and back each day, especially with possible risks of delays and accidents. We think it is unlikely that much labour for the rather specialised trades would be available in the Minehead direction. It is unknown which contractors will be doing each section of the work as it will be put out to tender at a later date. These contractors will be choosing their own labour or subcontractors.	9432-1767-19	/			
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. No details of monitoring during the preliminary works are provided. For the operational phase monitoring is proposed three months after commencement of operations and annually thereafter for a period of ten years. The frequency of monitoring should be greater in the earlier years to reflect the phased timescales of the two reactors, and continue for a period of at least ten years from the second reactor coming on-stream.	89402-1767-6459			/	<p>At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rational for this is contained in the Transport Assessment. This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In response to these concerns, the park and ride site proposed as part of EDF Energy's application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for a DCO. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton, en route to the Hinkley Point C development site (HPC development).</p> <p>The change in site location addresses a significant number of the concerns raised during the Stage 1 and Stage 2 consultations; however there were some outstanding concerns relating to the operation of the park and ride site in general which are addressed below.</p> <p>The way in which the proposed development would operate is set out in Chapter 4 of Volume 10 of the Environmental Statement (ES). The mitigation proposals which have been put forward by EDF Energy is order to minimise the impact of the proposals, particularly with regard to noise, air quality and lighting are set out in Volume 10 of the ES.</p> <p>One consultation comment received from a consultee raised flooding as a potential issue for the search areas considered at the Stage 1 consultation. The site now proposed is within Flood Zone 1 and results in no increase in flooding. Details of the assessment can be found within the Williton Flood Risk Assessment.</p>

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								<p>The size and location of the park and ride facility has been determined having regard to the size of the HPC construction workforce, assumptions about where the workforce would be living and therefore commuting from, and thus where their journeys would need to be intercepted to reduce the impact on the local highway network. The rationale for the location of each of the proposed park and ride sites is set out in the Transport Assessment.</p> <p>A park and ride site has been proposed at Williton to intercept workforce trips on the A39 from workers living to the west of Williton and to reduce impact on the local highway network between Williton and the HPC development site. Williton is one of the most easterly places in the catchment to the west of the HPC development site and therefore the location of a park and ride at Williton also helps to avoid workers travelling away from the HPC development site in order to access the park and ride facility.</p> <p>The way in which EDF Energy is proposing to monitor the environmental impacts of the proposed development is set out in the associated management plans.</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	It is understood that EDF currently do not have a preference for either of the Williton search areas, and that selection of a search area will depend on the results of Environmental Impact Assessment work and feedback from the Stage 1 consultation work.	88460-190-3420			/	At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. It was subsequently determined that fewer workers would be living near Williton than envisaged at Stages 1 and 2 of the consultation. EDF Energy therefore reduced the size of the proposed park and ride facility. The rationale for this is contained in the Transport Assessment . This allowed other sites to be considered which were not previously large enough to accommodate the facility proposed at Stages 1 and 2 of the consultation. Consultation responses received during the Stage 1 and Stage 2 consultations also raised significant site-specific concerns about the location of the site on greenfield land at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.
Landowner - Wyndham Estate	Consultee with an Interest in Land	Stage 1	<p>1. Ownership: The Estate has freehold ownership interest in the whole of the site identified to the west of Williton and a modest part of that identified to the east. Summerfield Homes have a majority ownership interest in the eastern site. The Estate owns a considerable area of further land associated with the Williton / Watchet / Washford triangle of settlements.</p> <p>2. Preference: Both sites are currently under consideration by the LPA as part of the emerging Local Development Framework. Accordingly, the Estate has no strong preference in relation to the consideration and/or development of either site, but in view of current agreements with and work by Summerfield Homes would confirm that the eastern site is far more advanced in terms of detailed pre-application discussion with the LPA and other statutory consultees such as the Environment Agency and Somerset County Highways.</p>	8729-823-563			/	<p>In response to these concerns, the park and ride site proposed as part of EDF Energy's application for a Development Consent Order (DCO) is at the former Smithyard Terminal, a brownfield site on the B3190, approximately 1.3km to the north-west of Williton. This site is adjacent to an existing industrial/storage building, which would remain in place and will not be included as part of the application for a DCO. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton, en route to the Hinkley Point C development site (HPC development).</p> <p>The change in site location addresses a significant number of the concerns raised during the Stage 1 and Stage 2 consultations; however there were some outstanding concerns relating to the approach to siting generally, which are addressed below.</p> <p>At the Stage 1 Consultation, EDF Energy consulted on two wider search areas, referred to as WIL-A and WIL-B, to the west and east of Williton respectively. Whilst WIL-A was preferred by the Councils at Stage 1, both of these search areas would have involved developing on greenfield land and therefore neither are sequentially preferable to the site now proposed.</p> <p>A significant number of consultation responses suggested building the park and ride site further from the village, and this has been responded to by the change of site (which is approximately 1.3km from Williton village). A significant number of responses</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>It is the initial view of West Somerset Council that the provision of an appropriate amount of residential accommodation and a Park and Ride at the western search area (WIL-A) would be preferred. A number of reasons are put forward for this:</p> <ul style="list-style-type: none"> - A Park and Ride to the west would reduce the number of vehicle movements associated with the construction work through the centre of the village; - Search area WIL-A benefits from closer proximity and accessibility to the village centre than the WIL-B location, meaning that it is an appropriate location for recreation facilities with ongoing legacy benefits for the village. - The establishment of a vehicular access route through the site could assist in reducing congestion at other junctions in the village and enable housing development at the search area in the future. The emerging RSS allocates the provision of around 2,500 homes by 2026 to West Somerset. 	88460-823-3674			/	
Tractivity 681	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>Naturally being a Williton resident I am pleased and relieved that there will be no hostel in Williton. However, I think the proposed park and ride will be detrimental to the area due to excessive traffic, noise and pollution. The infrastructure will not be able to cope with all the bus journeys? especially the centre of Williton. If it must be here can it be sited to the east of Williton to cut down on the number of buses going through the centre of the village.</p> <p>The proposal of bringing in a lot of the freight by sea is a good one.</p>	9441-823-6852	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 731	Public	Stage 2	8. Any other ideas or comments? S - To stop too much traffic through village U - Proposed site too close to Marnsey House - old people's home. Why not build on the old lorry park? (On the Watchet Rd).	9489-823-3594	/			<p>also supported the use of brownfield sites.</p> <p>A significant number of consultation responses received through the Stage 2 Update consultation supported the provision of a park and ride site on the Smithyard Terminal site, with one suggesting that it was an excellent idea providing a new roundabout was also provided at Washford Cross, and another suggesting it was a sensible and logical place. EDF Energy's application for development includes a roundabout at Washford Cross. Transport impacts relating to the HPC Project are addressed in the Transport Assessment.</p> <p>West Somerset Council and Sedgemoor District Council's response to the Stage 2 Update consultation acknowledged that the process of site selection was finely balanced, but that the Smithyard Terminal would be the preferred solution and should be supported, based on the understanding that this would not harm the prospects for the provision of permanent housing for use by construction workers being brought forward at Williton.</p>
Tractivity 739	Public	Stage 2	8. Any other ideas or comments? It will cause too much congestion through the village on Butlins changeover days and peak holiday periods. Use the disused lorry park on the B3190, put a roundabout in at Washford Goss and a lot of the traffic problems would be solved. Plus it would earn you a lot of Brownie points locally. Why use greenfield sites when there is a brownfield site ready to use?	9497-823-3530	/			
Tractivity 739	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Overall if the power station has to be built your proposals are as good as any with the exception of the Williton park and ride, which is totally in the wrong place.	9497-823-6177	/			
Tractivity 833	Public	Stage 2	8. Any other ideas or comments? As above	9591-823-3703	/			
Tractivity 871	Public	Stage 2	8. Any other ideas or comments? Too close to nursing home. No consideration for people on these premises.	9629-823-3567	/			
Tractivity 936	Public	Stage 2	8. Any other ideas or comments? The siting of a P and ride so close to Mamsey House will disrupt the lives of residents who are coming to the end of their lives. The noise will be unbearable day/night. It is bad enough for the residents to hear the incessant traffic noise during the summer. Again, it will be a 'Brown field' site and be developed at the end of construction of the powerstation. The field at Paddons Lane Stogursey upon which temporary caravans were sited for 'B' station workers 40 years ago was deemed 'brown field site'. Result, 70 new houses.	9694-823-5531	/			
Tractivity 937	Public	Stage 2	8. Any other ideas or comments? For many of the inhabitants of the area around Hinkley Point their ages mean that they may well die before the powerstation is completed, however they are currently in their own homes. The plan for a park and ride next to Mamsey House in Williton is an outrageous one. The residents of the nursing home are very near the end of their lives and should not have such noise and disruption inflicted upon them. After the site is no longer needed for park and ride it will become a prime place for housing as it sits right on the boundary of the village - that too is unacceptable. DO NOT inflict misery on these elderly people.	9695-823-5177	/			

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Tractivity 986	Public	Stage 2	8. Any other ideas or comments? Park and ride next to Mamsey house nursing home is a terrible idea. Elderly people should not be subjected to the noise and fumes. it would ruin the lovely views they currently have. The entrance to the park and ride on a very bendy and dangerous fast stretch of the A39 - vehicles travelling 50 mph+. People deserve better than this.	9744-823-5935	/			
Tractivity 1053	Public	Stage 2	8. Any other ideas or comments? There would not be enough requirement.	9811-823-4110			/	
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? The plans to use the one single field - away from the village, being returned to agricultural use afterwards is the best solution. Living close to the site we appreciate the details plans to use screening and shielded lighting to minimise disruption. We do not agree with our Councils? response that the P&R should be linked to an inner relief road for Williton which we feel is quite unnecessary and outside of EDF?s responsibility. This idea is not well thought out and is just a knee jerk reaction to getting something for nothing.	9817-823-3831			/	
Tractivity 1059	Dual - Consultee with an Interest in Land and Public	Stage 2	We were pleased that EDF seemed to respond to the wishes of the people in Stage 1 of the consultation. We were pleased to see the details of the proposal for the P&R in Williton included some good environmentally sensitive ideas and will be returned to its original use.	9817-823-7288			/	
Tractivity 1069	Public	Stage 2	8. Any other ideas or comments? Should be well away from the village, and will still lead to congestion.	9827-823-4474	/			
Tractivity 1076	Public	Stage 2	8. Any other ideas or comments? I think it is ludicrous to put a park and ride facility at Williton and particularly to use a green field site. I believe inadequate research has been carried out to assess just how many local workers would need to use this facility. I believe that the majority of workers will be European immigrants not locals. What guarantees are there that the site would be restored to prime agricultural land	9834-823-5225	/			
Tractivity 1105	Public	Stage 2	Again trashing more greenbelt land for an unsustainable development.	9863-823-8113	/			

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Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? I hear it is going to be sited next to an old peoples home. Would you like to spend your last days next to it? The route you are proposing is not good there are many tractors and trailers that use i. there acan often be geese in the road. I often have difficulty in a car going through Stogursey. There are many lorries that get stuck by Shurton Bridge. The roadsflood and are totally unpassable. Where are hounds being exercised as well as racehorses early in the morning, the A39 etc would be a lot quicker.	9928-823-4361	/			
Tractivity 1195	Public	Stage 2	8. Any other ideas or comments? This should not be built. This site is next door to Mamsey House nursing home. The residents should not be affected by the associated noise, smells and increased light pollution of both construction and use of the facility. The entrance/exit is onto the A39 on a bend which will be dangerous.	9953-823-6122	/			
Tractivity 1196	Public	Stage 2	8. Any other ideas or comments? Why ever put this facility on the west of Williton which will mean all buses having to negotiate a sharp LH turn in the middle of the village. This corner already causes major problems for srtic lorries and coaches. Will there be a need for thsi facility? How many workers are expected from the minehead area. Why not just a pickup point in Minehead?	9954-823-5805	/			
Tractivity 1244	Public	Stage 2 Update	I think that it is an excellent idea to locate your Williton park and ride at the Smithyard terminal. It is an unused piece of land private and screened, providing a new roundabout or traffic signalling scheme is introduced at the A39 junction with Tropicana to prevent backing up traffic getting out of Watchet town. It is a nightmare already to get out of.	89510-823-1269			/	
Tractivity 1250	Public	Stage 2 Update	We are pleased to see the new site location of the Williton park and ride - a sensible and logical place!! i.e Brownfield not Greenfield! You've listened!	89516-823-78			/	
Tractivity 1280	Public	Stage 2 Update	Very pleased that you have changed proposed location of Willtion park and ride, from greenfield to brownfield. By locating it at the ?old lorry park? it will have far less impact in terms of traffic congestion.	89546-823-475			/	
Tractivity 1323	Dual - Consultee with an Interest in Land only at Stage 2 and Public	Stage 2 Update	The change in location of the park and ride from the greenfield site adjacent to Mamsey House Nursing Home in Williton to the Smithyard Lorry Park Terminal is also a welcome change.	89589-823-410			/	
Tractivity 1373	Public	Stage 2 Update	It is good that the Williton park and ride has been moved	89639-823-1383			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 203	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is a small village, completely unsuited to the proposal.	8910-823-2438			/	
Tractivity 278	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. No campus accommodation at Williton. No new buildings on farm land near Williton.	8967-823-2002	/			
Tractivity 293	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? I feel that both the construction of a workers' hostel and park and ride facility will be of no use whatsoever after construction is complete. Williton does not have the infrastructure to accommodate such a development. The nearest full time and adequate casualty departemnt is 20 miles away, the closest 'full time' police station is 10 miles away. I would feel that it is much more suited to site everyone in a large town such as Bridgwater which ha both the infrastructure and 'social' amenities which would be required for the influx of a large number of social workers.	8981-823-2428	/			
Tractivity 301	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Build further out of the village to minimise impact on residents. The two sites chosen are not appropriate. Williton is too far away from Hinkley.	8989-823-2006	/			
Tractivity 309	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? Minmise upset and hurt to locals listen to what we have to say. Your proposals at present suggst maximum disruption- Williton does not need to be involved- Withiel Farm at Cannington will be ruined if you put a road right through their front paddock- we are people not statistics.	8997-823-5793			/	
Tractivity 315	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? No park and ride should be situated within the village of Williton. Surely thats the point of a park and ride to keep cars well away to avoid noise and tight pollution a park and ride should be situated east of Williton on the A39.	9003-823-2903	/			
Tractivity 315	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I feel EDF have been very heavy handed in demanding two green field sites in Williton. SUREly there are plenty of brown sites eg in the Birdgwater area.	9003-823-4088	/			

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Tractivity 322	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The idea of campus accomodation in Williton is crazy. The local roads just can not cope with any extra traffic. There seems to be an accident almost weekly and roads are then often closed by the police for 5-6 hours. The A39 Williton to Cannington is one of the most dangerous in SOMerset and Can not cope at present. It is also craxy to consider a site in Williton aojacent to a care home and hospital or on an area which has some flooding.</p>	9010-823-2552	/			
Tractivity 345	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is a long way from Hinkley Point.</p> <p>Both proposed sites are outside the development line on greenfield sites. The site to the west of the village is particularly unsuitable because it backs on to Mamsey House Care Home and Williton Hospital.</p> <p>If accommodation is built in Williton, other brownfield sites should be considered.</p> <p>And the accommodation should be of the type of residential property that has long-term use. Williton has no need of another "care home, hotel or other".</p> <p>I amvery concerned about the social impact of these workers on the village.</p> <p>EDF should also be very aware of certain local landowners who would personally benefit from the sale of their land to the detriment of the village.</p>	9033-823-2469	/			
Tractivity 345	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>Not familiar with the other sites to make informed comment.</p> <p>I have very strong reservations about a park and ride in Williton, where I live. Where are 350 cars going to come from? What impact are they going to have on the A39 and minor roads?</p> <p>The site to the west of Williton is unsuitable - it is greenfield and situated behind Mamsey House care home and Williton Hospital, which would be seriously affected by noise and lights.</p> <p>The site off Tower Hill is unsuitable as being situated off A358 at a very narrow point and in the midst of a residential area.</p> <p>Williton does not need a park and ride facilityeither during or after construction.</p>	9033-823-3602	/			

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Tractivity 375	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>See answer to question 6.</p> <p>The site to the east of Williton is inappropriate in many ways and does not link to the A39 road necessary for the transportation of people to Hinkley Point.</p> <p>It is highly visible land and should be retained as farmland.</p>	9062-823-3326	/			
Tractivity 378	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>Only if there is absolutely no alternative to developing a site in Williton, it should be located to the west of the village centre as there it could be easily adapted to become a new focus of village life, i.e. have the effect of expanding the village in a sensible direction. Further development to the east of the village would ruin a site of considerably natural beauty and further unbalance the current settlement pattern.</p>	9346-823-4637	/			
Tractivity 381	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>I think at the end of the day accomodation and transportation should take place from the East of the site, because of the road infastructure between the motorway and the site is better than that to the West where the A39 is inadequate to take greater tranfic flows</p>	9067-823-1253			/	
Tractivity 382	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>The Williton east site is not suitable as the proposed access is on a hill and on to the wrong road, A358. This would mean traffic either having to go down Tower Hill and through Williton before reaching A39, or going over the Quantock Hills via unsuitable village lanes. If park & ride has to be situated here, then acces should be to the north, directly onto A39, avoiding Williton itself.</p> <p>Park & ride will increase traffic along A39 from Minehead to Williton. This is an already busy road, subject to delays at pinch points & frequent accidents.</p> <p>A39 Williton to Bridgwater again is very busy with many large lorries, frequent accidents and subsequent road closures.</p> <p>Accomodation: Williton is not the right area, as it is too far away from Hinkley Point, along dangerous, already congested roads.</p> <p>The Williton east site is visible from the Quantock Hills and several other directions; it is crossed by well used Public footpaths and floods each</p>	9347-823-906	/			

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Tractivity 448	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Putting extra traffic on an already dangerous road not sensible. Proposed sites in Williton too far from Hinkley Point. No Guarantee that accommodation will be used for benefit of existing local community.</p> <p>5. Cannington bypass options</p> <p>Box ticked: East of the village</p> <p>5. Please give reasons for your preference</p> <p>Road communications already established there. DOn't use any more green fields for roads.</p>	9126-823-991		/		
Tractivity 469	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is totally unsuitable. The sites are both greenfield and should be sacrosanct. It is too far west these workers need to be close to motorways(for those able to return home at weekends)and large towns (with clubs, bars cinemas etc). Taunton should be considered as well as Nether Stowey, WHich has expressed an interest in having such a campus. If it is still necessary to house workers in Williton, then it should be in smaller units built on brownfield sites (as confirmed by Williton Parish Council). If you are insistent upon destroying greenbelt land then site at Wil-A Mamsey House would cause for less disruption and affect far fewer residents than Wil-B. However, I am totally against any type of accommodation at Williton, as already stated.</p>	9145-823-1952	/			
Tractivity 512	Public	Stage 1	<p>Williton suggested areas seem liable to flooding. Even with park and ride Williton workers will have cars and will increase use of A39 and A358 considerably - neither road can cope with this. Workers will be a long way from Hinkley - Nether Stowey seems much better placed with easier access to Hinkley and Bridgwater.</p>	9184-823-954	/			
Tractivity 512	Public	Stage 1	<p>No for Williton. Do not know for others. The least evil of the two for Williton is to the West.</p>	9184-823-3111	/			
Tractivity 514	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Would rather there was no campus behind Mamsey in Williton, but if it was to go ahead then the legacy benefits should be the provision of leisure facilities that could benefit West Somerset Community.</p>	9186-823-2173	/			
Tractivity 518	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Both Williton sites are on a flood plain. The site to the East of Williton is in the parish of Sampford Brett. Therefore there should be no build because of small village and no amenities. This site will also have an impact on adjoining residences.</p>	9190-823-1995	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 522	Public	Stage 1	Comments on Williton Proposal I think it entirely unreasonable to suggest, yet again, building accommodation on the soft land above Catwell when it has already been rejected on 3 occasions 1991, 1996 and 2009 on the grounds of flood risk and inadequate access to the village. If the site is to be returned to village residents in approx 10 years it is the wrong side of the village and access to amenities would be very limited. The new residents would shop and relax elsewhere. The flood plain argument applies even more to the Mamsey House site and new *bomed care home, F.E centre and registry office commence building this year on The Buny.	9193-823-2230	/			
Tractivity 528	Public	Stage 1	The two areas at Williton identified are both important flood meadows and are greenfield sites.	9199-823-1310	/			
Tractivity 620	Public	Stage 1	12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point? I don't think either of the Williton sites should be considered. Our roads are already over-crowded and during the holiday season are very dangerous for both motorists and pedestrians. The idea of a park and ride is not practical, why don't you use buses, and what would all the workers do in their spare time. They need to be nearer Bridgwater or Taunton.	9284-823-3368	/			
Tractivity 671	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? As a resident of Williton, I know that there is a rising feeling of resentment against any development here regardless of its proposed temporary nature. It is only very recently that we have learned anything of this (for reasons that are currently unclear) Certainly any development to the east would be most unacceptable environmentally. Any development here would be destructive long term to the area.	9334-823-3921	/			
Tractivity 62139	Public	Stage 1	Hostel Wherever this is located it will be: - in open countryside - outside the settlement boundary - on good agricultural land	9418-823-168			/	
Tractivity 62205	Public	Stage 1	The land on which the accommodation is proposed is agricultural land that should be retained for that purpose - food production is as essential to the needs of the country as is electricity.	9427-823-1573	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62216	Public	Stage 1	The two possible sites shown are believed to be outside the village envelope. Both sites are currently being farmed and producing crops and grazing for sheep. Please note recent Government directive for food production. The site to the east of Williton is very close to the Quantock Hills which is an A.O.N.B.	9432-823-697			/	
Tractivity 62347	Dual - Consultee with an Interest in Land and Public	Stage 2	In addition another scaled down facility or bus stop at the disused lorry park on the B3190 between Washford X and Watchet. A park and ride for 310 cars plus associated facilities should not be situated on the green field site in Williton. It would certainly not be a P.R. Coup situating adjacent to a Nursing Home for the elderly, not very caring of E.D.F.	10026-823-1522	/			
Tractivity 62508	Public	Stage 2	EdF propose a "Park and Ride" facility in Williton to cater for workers travelling from the Minehead area. It should be noted that the proposed Park and Ride for Williton is just yards from a residential nursing home.	10098-823-13778	/			
Tractivity 62579	Dual - Consultee with an Interest in Land and Public	Stage 2	I am also incredulous as to why siting the Park and Ride adjacent to an Old Peoples Nursing home is considered acceptable. Movements from 7am to 11pm every day plus the lighting and traffic congestion it will cause, it would appear no one thought of the implications on Mamsey house or maybe EDF simply don't care about the Care home ?	10130-823-811	/			
Tractivity 62582	Public	Stage 2	It is unnecessary and totally unacceptable to build it next door to Mamsey House Nursing Home, I can't imagine why anyone would consider putting this here to disrupt and disturb the lives of elderly, sick people, and it is totally unkind and inconsiderate.	10133-823-6281	/			
Tractivity 62670	Public	Stage 2	So will you consider the patients in the Stroke Unit and the elderly in Mamsey House, surely they need a bit of peace and quiet in their old age and sickness. I hope you take this into consideration. Your kind attention to this matter will be greatly appreciated.	10179-823-718	/			
Fiddington Parish Council	Statutory Consultee	Stage 2	We feel that with the acquisition of such a large land mass adjacent to Hinkley Point, EDF have sufficient land for freight consolidation, and in the event of this not being the case, land could be rented on medium term Farm Business Tenancies to make up the deficit.	10223-823-4921			/	

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 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.	89325-823-5299	/			
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 still unclear why a site at Williton is preferred to other sites in Williton or elsewhere in West Somerset (including potential brownfield sites). No comprehensive assessment of alternatives sites has been provided by EDF Energy as part of the Stage 2 consultation documentation.	89328-823-964	/			
English Heritage	statutory consultee	Stage 2 Update	We are pleased that further changes have been made to both the Cannington and Williton Park and Ride sites especially to the reuse of an existing truck storage site in Williton.	89718-823-4680			/	
Exmoor National Park Authority	Local authority	Stage 2 Update	It is noted that the proposed Williton Park and Ride site has been moved. No comment on the suitability of the new site is made as this is a matter for West Somerset Council, nevertheless the issues regarding lighting under Point 2 above still need to be taken into account.	89736-823-2759			/	
Williton Parish Council	statutory consultee	Stage 2 Update	Members were happy that the proposed location for the park and ride had been relocated to the lorry park and that there would be a reduced number of car park spaces and a roundabout provided at Washford Cross. However, it was unanimously agreed that the following points should be considered.	89759-823-200			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The provision of a Park & Ride at Smithyard Terminal would involve use of a brownfield site and could facilitate much needed junctions improvements at Washford Cross. In comparison, siting the Park & Ride on the A39 at Williton would improve accessibility for users and allow them to visit shops and facilities in the village. As set out in the Draft HPC SPD, the Mamsey Lane site also offers potential for alignment with plans for a sustainable housing extension to Williton and could contribute to the delivery of highways, flood risk management, utilities and community infrastructure requirements for the village. Siting the Park & Ride close to the village may, however, result in greater disturbance for residents during the construction phase. The process of site selection is finely balanced in this case and the Councils view is that the Smithyard Terminal would be the preferred solution and should be supported however, this is based on an understanding received from EDFE that this approach would not harm prospects for the provision of permanent housing for use by construction workers being brought forward at Williton.	89875-823-2148			/	

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	In terms of change from Stage 2 to Proposed Changes, the proposed Williton Park & Ride has undergone the most significant change, primarily as the preferred location is on a completely different site. Although the site is well known to WSC, it is important to highlight that the same level of supporting information provided for all associated development sites at Stage 2 has not been provided for the Smithsyard Terminal site. The Council considers there is a distinct lack of supporting information for this site and linked to this adequate justification of the suitability of the site.	89895-823-2550	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	From a planning policy perspective, there are two significant differences between the Mamsey Lane site and the Smithsyard Terminal. The first is that the preferred site is now a brownfield site. The re-use of brownfield land is considered in planning policy terms to be preferable to the use of greenfield land. The second is the positioning of the site in relation to defined settlement boundaries. West Somerset Local Plan policy (SP/5) dictates that development outside of development limits will only be permitted where it both benefits economic or social activity, without leading to a significant increase in car travel. It further states that proposals should maintain or enhance environmental quality and accord with other Local Plan policies. The Smithsyard Terminal site falls outside of the existing development limits and, as a result, in planning policy terms there is a presumption against permitting such a development at the site. This presumption is dependant on the wider benefits, both economic and social, that the scheme would help facilitate.	89895-823-3857			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	In comparison, siting the Park & Ride on the A39 at Williton would improve accessibility for users to visit shops and facilities in the village. As highlighted within the Councils Draft HPC SPD, the Mamsey Lane site could also align better with plans for a sustainable housing extension set out in the emerging Williton masterplan, with the potential to contribute towards the delivery of highways, flood risk management, utilities and community infrastructure requirements for the village. The Smithsyard Terminal site is incapable of delivering any of these long-term legacy benefits. This is further compounded by EDFE's legacy intentions for the site, which are simply to revert it back to a lorry park.	89895-823-5495			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Summerfield Developments Ltd	Consultee with an Interest in Land at Stage 1 only	Stage 2	<p>I read with interest the recent front page article in the West Somerset Free Press relating to delivery of affordable homes as part of a legacy from the Hinkley development.</p> <p>We have under our control a number of strategic development sites in West Somerset located in Williton, Watchet and Minehead. We would welcome the opportunity to find ways to deliver a shorter term solution to EDF's accommodation requirements, that could provide a long term affordable housing legacy for West Somerset.</p> <p>One of our parcels of land is on the eastern side of Williton on the A39 and has the potential to deliver a mixed use development of between two hundred and fifty and three hundred homes, employment space and community facilities.</p> <p>If you feel there would be merit in meeting to discuss your requirements in West Somerset and how we may be able to deliver some of them, please give me a call.</p>	10272-872-0 /S12a			/	
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Our preferred option would be for a bus to travel and pick up any workers located in West Somerset, or failing that, to use the currently redundant parking area formerly used by Griggs lorries, off the B3190 opposite Smithyard Cottage, between Tropiquaria and Five Bells	8719-3-2722	/			

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	Authorities position May 2010 The provision of a public footpath to the existing river side public right of way should be explored Update August 2010 Not provided.	89329-1309-3997			/	Sedgemoor District Council and West Somerset Council raised comment during the Stage 2 consultation regarding compensation and the provision of alternative Public Rights of Way (PRoW) if required. The main construction area at the Junction 23 park and ride site does not contain any PRoW and would therefore not result in any obstruction. However, the construction of a flood defence wall could result in a temporary obstruction to PRoW BW28/10, which runs along the east side of the River Parrett to the south and west of the development site. With regard to mitigation, a diversion route would be provided for users of PRoW BW28/10 to gain access around the construction area for the drainage outfall and flood defences. This diversion would be approximately 160m long and is shown in Volume 8 of the Environmental Statement . This diversion would ensure that the right of passage is maintained, and that connectivity with the settlements of Bridgwater, Pawlett, Burnham and Highbridge is preserved.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The implementation of an EMMP represents the minimum acceptable mitigation to limit disturbance impacts on users of the PRoW network. As referred to in other sections of the EA, it is considered that landscaping should also be utilised at the J23 site to minimise visual impacts.	89392-1309-5236	/			
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 by the Councils that further mitigation and compensation will be required to address residual effects, which could include: Improvements to the connectivity and quality of the wider PRoW network in the area. Alternative compensation for the loss of amenity experienced by PRoW users.	89392-1309-5710		/		
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	89428-1309-11525			/	
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 EMMP. Landscaping measures should be explored further and 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.	89428-1309-12001		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Agricultural land and associated leisure activities afforded by the sites would be lost.	8719-929-1499			/	<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.</p> <p>In response to Sedgemoor District Council and West Somerset Council, in assessing the potential disturbance of the construction, operation and removal/reinstatement phases for the proposed Williton park and ride site on amenity and recreation, Chapter 17 of Volume 10 of the Environmental Statement (ES) takes into consideration the interactions of noise (see Chapter 9, Volume 10, of the ES), air quality (see Chapter 10, Volume 10 of the ES) and visual disturbance (see Chapter 15, Volume 10 of the ES).</p>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Search area WIL-A benefits from closer proximity and accessibility to the village centre than the WIL-B location, meaning that it is an appropriate location for recreation facilities with ongoing legacy benefits for the village.	88460-929-4068	/			
Tractivity 50918	Public	Stage 1	<p>The area referred to as East of Williton is the local beauty spot, much-used by walkers, shoppers and children. It is a haven for those with dogs and children, in need of fresh air and a stroll. It is a way to reach Williton avoiding the narrow paths and lorries of the A39 (where two cannot pass without one stepping in the road). Children come this way from the housing estates to reach the Memorial Ground, playpark and shops, safely using the automatic crossing in Williton.</p> <p>This area matches the beauty of well-known beauty spots anywhere in this country and deserves to be preserved for the future and for others who come this way. We ask that you refrain from taking this land from the people.</p>	9400-929-1322	/			
Tractivity 62670	Public	Stage 2	Do you realise there is a walkway that is in between the residence of Shutgate Meadow and the Stroke Unit. It will I suppose be used as a short cut to the village shops.	10179-929-378			/	
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.).	89407-929-3125			/	
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 the construction site would be fenced off and that Mamsey Lane would remain unobstructed for the duration of the works. The EnvApp therefore concludes there would be no obstruction impact on the PRoW. Disturbance impacts relating to noise, dust pollution and visual impact are assigned a minor adverse impact. Following the implementation of an EMMP as mitigation, it is expected that some disturbance would persist as a minor adverse impact. This appraisal is considered reasonable, but assumptions around disturbance should be cross-referenced against other relevant sections of the EnvApp.	89407-929-3732			/	

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 impacts on nearby sports and recreation facilities are classified as Negligible adverse impacts, for the reason that the facilities are located some distance from the construction site. Following the implementation of an EMMP as mitigation, effects are expected to remain as negligible adverse. It is recommended that these assumptions are tested with reference to other EnvApp chapters relating to visual impact, noise and air quality etc. The role of design measures such as landscaping and layout should also be given further consideration.	89407-929-4353			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Disturbance impacts on nearby PRow are classified as Negligible adverse impacts, due to the timing of main periods of activity on the site. No mitigation measures are proposed. It is recommended that these assumptions are tested with reference to other EnvApp chapters relating to visual impact, noise and air quality etc. The role of design measures such as landscaping and layout should also be given further consideration.	89407-929-4933			/	
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 there would be no disturbance impacts on nearby sports and recreation facilities, due to the distance from the construction site. No mitigation measures are proposed. It is recommended that these assumptions are tested with reference to other EnvApp chapters relating to visual impact, noise and air quality etc.	89407-929-5364			/	
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 impacts at this stage would be broadly similar to those identified at the construction stage, with the same mitigation measures being adopted. For this reason, the same comments apply from the point of view of the Council.	89407-929-5741			/	

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 adopted 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.	89407-928-2902			/	In assessing the magnitude of disturbance impacts of the construction, operation and removal/reinstatement phases for the proposed Williton park and ride site on amenity and recreation, Chapter 17 of Volume 10 of the Environmental Statement (ES) takes into consideration the interactions of noise (see Chapter 9, Volume 10 of the ES), air quality (see Chapter 10, Volume 10 of the ES) and visual disturbance (see Chapter 15, Volume 10, 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 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.	89429-928-19430			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>The area referred to as East of Williton is the local beauty spot, much-used by walkers, shoppers and children. It is a haven for those with dogs and children, in need of fresh air and a stroll. It is a way to reach Williton avoiding the narrow paths and lorries of the A39 (where two cannot pass without one stepping in the road). Children come this way from the housing estates to reach the Memorial Ground, playpark and shops, safely using the automatic crossing in Williton.</p> <p>This area matches the beauty of well-known beauty spots anywhere in this country and deserves to be preserved for the future and for others who come this way. We ask that you refrain from taking this land from the people.</p>	9400-931-1322		/		<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.</p> <p>Sedgemoor District Council and West Somerset Council made a number of comments during the Stage 2 consultation regarding cross-referencing sections of the Environmental Statement (ES) and the potential for enhancement of footpaths and bridleways if required.</p> <p>In assessing the potential disturbance of the construction and operation phases for the Williton park and ride site on amenity and recreation, Chapter 17 of Volume 10 of the ES takes into consideration the impacts of noise (see Chapter 9, Volume 10, of the ES), air quality (see Chapter 10, Volume 10 of the ES) and visual disturbance (see Chapter 15, Volume 10 of the ES). This allows EDF Energy to assess in detail whether further design or mitigation (enhancement) measures need to be adopted at the site to reduce disturbance from such impacts on amenity and recreation. However, in summary no mitigation measures are required.</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 implementation of an EMMP represents the minimum acceptable mitigation to limit disturbance impacts for users of the PRow network. As referred to in other sections of the EnvApp, it is considered that landscaping should also be utilised to minimise visual impacts. Other sections of the EnvApp relating to noise and light pollution should be cross-referenced to understand whether further design measures need to be adopted at the site to reduce disturbance.</p> <p>It is considered by the Councils that further mitigation and compensation will be required to address residual effects, which could include:</p> <ul style="list-style-type: none"> - Improvements to the connectivity and quality of the wider PRow network in the area. - Alternative compensation for the loss of amenity experienced by PRow users. 	89407-931-6017		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>It is acknowledged that disturbance 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.</p>	89407-931-7346				
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Mitigation measures are restricted to the EMMP. Landscaping measures should be explored further and 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.</p>	89429-931-19906				

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 50918	Public	Stage 1	<p>The area referred to as East of Williton is the local beauty spot, much-used by walkers, shoppers and children. It is a haven for those with dogs and children, in need of fresh air and a stroll. It is a way to reach Williton avoiding the narrow paths and lorries of the A39 (where two cannot pass without one stepping in the road). Children come this way from the housing estates to reach the Memorial Ground, playpark and shops, safely using the automatic crossing in Williton.</p> <p>This area matches the beauty of well-known beauty spots anywhere in this country and deserves to be preserved for the future and for others who come this way. We ask that you refrain from taking this land from the people.</p>	9400-931-1322	/			<p>Since Stage 2 the proposed development has been moved to the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site. On this basis, a number of concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations are therefore not addressed in any further detail.</p> <p>Sedgemoor District Council and West Somerset Council requested EDF Energy to consider undertaking a programme of recreational access surveys to help ensure, along with site visits by officers, that Public Rights of Way (PRoW) network mitigation measures to reduce disturbance are effective. However, the use of the PRoW within the proximity of the Williton park and ride site would generally be transient and is, therefore, unlikely to be subject to the same exposure duration of potential disturbance as defined for fixed property receptor locations. Thus, such a monitoring programme may not be appropriate for this particular associated development site.</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 implementation of an EMMP represents the minimum acceptable mitigation to limit disturbance impacts for users of the PRoW network. As referred to in other sections of the EnvApp, it is considered that landscaping should also be utilised to minimise visual impacts. Other sections of the EnvApp relating to noise and light pollution should be cross-referenced to understand whether further design measures need to be adopted at the site to reduce disturbance.</p> <p>It is considered by the Councils that further mitigation and compensation will be required to address residual effects, which could include:</p> <ul style="list-style-type: none"> - Improvements to the connectivity and quality of the wider PRoW network in the area. - Alternative compensation for the loss of amenity experienced by PRoW users. 	89407-931-6017	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>It is acknowledged that disturbance 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.</p>	89407-931-7346			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Mitigation measures are restricted to the EMMP. Landscaping measures should be explored further and 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.</p>	89429-931-19906			/	

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	8.13.11 Change paragraph on RoWIP as set out before.	89238-933-15039			/	EDF Energy has noted the request of text change by Somerset County Council in preparing Chapter 17 of Volume 10 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 1026	Public	Stage 2	8. Any other ideas or comments? Was unpopular with locals - not quite clear why - it would bring income and some additional employment	9784-835-3830			/	<p>Consultees raised concerns at Stage 1 consultation about the proposed provision of worker accommodation in Williton. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for worker accommodation in Williton were dropped by EDF Energy following a review of accommodation requirements after the Stage 1 consultation.</p> <p>Consultees raised concerns at Stage 1 and Stage 2 consultation about the proposed provision of a park and ride in Williton village. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for a park and ride in Williton were moved to Washford lorry park by EDF Energy following a review of requirements after the consultations.</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> <p>Business Supplier Events and Skills Training;</p> <ul style="list-style-type: none"> 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. <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 301	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 intention is to build in the village will schools/surgery/policing be extended? Who will finance this? (Williton)	8989-835-3012	/			
Tractivity 309	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 you had come to Williton with some community proposals you might have got some support- West Somerset no longer has a swimming pool- Williton does not have a village hall or sports centre/gym. The council in Williton are clueless.	8997-835-4714	/			
Tractivity 375	Public	Stage 1	10. Do you have any comments on our proposals in relation to training and business opportunities? Once again the bypass idea for Williton will free up the Roughmoor industrial estate which is currently underused and suffers from inadequate access. This could provide much needed new employment without which it is hard to understand where would be the need for the new housing and shops which are now being talked about. We need the jobs to go with the new homes, so that we do not build a community living largely on the state benefits system, without much hope of employment. One would hope EDF would offer help & training to all the area's current education facilities, so that we may retain & give hope to our young people.	9062-835-4481	/			
Tractivity 378	Public	Stage 1	2. Williton lacks a village hall and needs one so there is an obvious use for any leisure facilities built there for Hinkley construction workers. Affordable and attractive housing should also feature - this is lacking within Exmoor National Park and would give ENP workers an option within reasonable reach. It would also encourage further light industrial development in Williton.	9346-835-6620			/	
Tractivity 476	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? Whichever site is preferred some early should be presented for the final use when project has been completed. In the case of Williton perhaps something really beneficial for the hospital can be considered in conjunction with the Minehead Hospital Trust. Minehead Hospital is not huge and will need terminal care expansion facilities in the future.	9152-835-5611	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 498	Public	Stage 1	Community benefits should not be a factor in deciding policy. It can result in sites being proposed for financial gain by councils while neglecting the well being of the people as in Williton.	9171-835-4029			/	
Tractivity 536	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 community benefits?? (Williton) Would you want to have the price of your property devalued. We were told that the land on the West site was green belt and would not be built on. I can't see this project would benefit the village in the long run at all.	9206-835-3085			/	
Tractivity 61065	Public	Stage 1	Called to express that the construction in Williton is a fantastic idea as it will help businesses and B&B's in a difficult period.	9405-835-0			/	
Tractivity 62130	Public	Stage 1	In terms of the specific land to the East of Williton, I make the following comments: 1) The area of land proposed to be used appears excessive for the proposed use and a smaller area could provide the required facilities (however this may only appear so from the outline plans); 2) There is likely to be a significant difference between the nature of the properties for temporary accommodation or for the construction workers compared to that existing along Tower Hill. Consequently there could be cultural and socio-economic variations in close proximity which would not be desirable; 3) From an ownership perspective we would consider and be supportive of the sale of the land as long as this recognised the development value. Whilst the land is currently used for agricultural purposes it has always been retained for alternative use and as you may be aware there have been discussions with both developers and a special interest potential acquirer; and	9417-835-1381	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 292	Public	Stage 1	2. Why NO information about consultation process in Williton	8980-829-1418			/	At Stage 2 of the consultation, two comments were received seeking further information about community benefits, and seeking support for a village bypass. EDF Energy invited views on community benefits through its consultation process, and has set out proposals for a Community Fund as a planning obligation attached to the Planning Statement . The Transport Assessment did not identify a need for bypass for Williton, as a result of the additional traffic from the Hinkley Point C Project.
Tractivity 375	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package? Any community benefits are not clear yet. My strong suggestion for Williton is the bypass idea, for which we have been waiting many years. Until this nettle is grasped, creation of a decent village/town centre will not happen & the people of Williton will suffer more with every year that passes.	9062-829-4013			/	
Tractivity 62326	Public	Stage 2	Community scheme should be more substantial.	10010-829-571	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 285	Public	Stage 1	On a professional level, as (personal details removed), I am worried about the detrimental effects worker accommodation might have on our residents, and I would be interested to see more detailed plans regarding the site. NB These are my personal views, NOT those of the owners of Mamsey House.	8973-1646-4872				Consultees raised concerns at Stage 1 consultation about the proposed provision of worker accommodation in Williton. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for worker accommodation in Williton were dropped by EDF Energy following a review of accommodation requirements after the Stage 1 consultation.
Sampford Brett Parish Council	Statutory Consultee	Stage 1	a. Facilities and infrastructure at Williton are not appropriate to support an influx of 200 workers who would represent a significant proportion of the population.	8719-831-388	/			Consultees raised concerns at Stage 1 and Stage 2 consultation about the proposed provision of a park and ride in Williton village. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for a park and ride in Williton were moved to Washford lorry park by EDF Energy following a review of requirements after the consultations.
Williton Parish Council	Statutory Consultee	Stage 1	1. To first explore the option of creating a campus at Nether Stowey as it was felt this to be more appropriate in terms of distance from Hinkley particularly as it was advised that this was favoured by their local community and it was clear by the public representation at the meeting that development was not welcome in Williton.	8748-831-931	/			A concern was raised in relation to potential negative effects on the tourist economy resulting from the proposals, especially during outages. A detailed assessment has been undertaken through the socio-economic assessment and Accommodation Strategy which highlights potential benefits of additional tourist nights, use of latent and tourist accommodation by workers, and additional spending in the area. See Chapter 7 of Volume 10 of the Environmental Statement
Williton Parish Council	Statutory Consultee	Stage 1	In addition we would like you to take the following comments into consideration. - Concern regarding the exit route from the Tower Hill site. - Traffic issues surrounding Egremont Corner - Concern of A39 and the need for significant improvements - Recruitment from the local community and schools - Adequate legacy to supply the need of the local area - The need to look at the needs of the younger community and how Williton is developed for the future in terms of work and new businesses.	8748-831-1841			/	Concern has been raised about the capacity of public services and community facilities in relation to new non-home-based construction workers. This has been assessed at a project-wide level within the socio-economic assessment. See Chapter 7 of Volume 10 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	- Further information is required on the demographic make up of households to be located in Williton, so that health, education and other community infrastructure requirements can be assessed in accordance with the Council's Planning Obligations SPD.	88470-831-2066	/			
Tractivity 62130	Dual - Consultee with an Interest in Land and Public	Stage 1	2) There is likely to be a significant difference between the nature of the properties for temporary accommodation or for the construction workers compared to that existing along Tower Hill. Consequently there could be cultural and socio-economic variations in close proximity which would not be desirable;	8752-831-1869	/			
Tractivity 871	Public	Stage 2	8. Any other ideas or comments? Too close to nursing home. No consideration for people on these premises.	9629-831-3567	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 881	Public	Stage 2	8. Any other ideas or comments? Same comments as q 7	9639-831-4463			/	
Tractivity 893	Public	Stage 2	(In relation to 8) Washford is a split village this will make it even worse. I live in Washford. In the last 12 years traffic has change greater than anyone could have thought. i cannot cross the road, which I have to, to catch a bus. I then have to walk around the sharp Washford Corner, with uncut hedges, no paths. I use the bus frequently, our neighbours have had to move because his wife had MS and would not be able to cross the main road either by walking or when using a mobility scooter.	9651-831-3051	/		/	
Tractivity 945	Public	Stage 2	8. Any other ideas or comments? See above	9703-831-3945			/	
Tractivity 1033	Public	Stage 2	I suspect Williton will not want there village life disrupted in this way.	9791-831-5385			/	
Tractivity 1076	Public	Stage 2	8. Any other ideas or comments? I think it is ludicrous to put a park and ride facility at Williton and particularly to use a green field site. I believe inadequate research has been carried out to assess just how many local workers would need to use this facility. I believe that the majority of workers will be European immigrants not locals. What guarantees are there that the site would be restored to prime agricultural land	9834-831-5225	/			
Tractivity 1195	Public	Stage 2	8. Any other ideas or comments? This should not be built. This site is next door to Mamsey House nursing home. The residents should not be affected by the associated noise, smells and increased light pollution of both construction and use of the facility. The entrance/exit is onto the A39 on a bend which will be dangerous.	9953-831-6122	/			
Tractivity 1240	Public	Stage 2 Update	Q2 Do you have any comments on our updated accommodation proposals? We live in Williton and are pleased that you are pursuing a more sensible approach in accommodating construction workers as near as possible to the construction site. We are dismayed to learn today (9 March 2011) that Sedgemoor and West Somerset Councils are still looking to house construction workers in 2/3 bedroomed dwellings on the original WIL-A site and hoping that the houses will be made available as permanent housing as a legacy use following the HPC construction phase. We are writing to the Councils to protest strongly against this.	89506-831-0	/			

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Tractivity 187	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>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.</p>	8903-831-3535			/	
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>	8905-831-947	/			
Tractivity 189	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is miles away and isn't the easiest place to get to, obviously the people who decided it was have never been there.</p> <p>As I've said before the road to Cannington is a Red route and I feel the extra traffic could cause more accidents.</p> <p>A better route would be from Dunball which avoids Bridgwater and the dangerous Cannington road.</p>	8905-831-2795			/	
Tractivity 203	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>DO NOT BUILD AT WILLITON - you will find the vast majority of local people are opposed to both sites, and many will actively protest against and prevent such building works from taking place.</p>	8910-831-4068	/			
Tractivity 230	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Naturally I am totally opposed to the proposal for on-site accommodation in the location you have identified. It will add insult to injury for Shurton residents and it will make additional hell for the area in general. If you do build the hostel and then after construction turn the space into a car-park for outages it will be abused as a facility and will cause additional light and noise pollution.</p> <p>I am dismayed by the damage proposed to Willit</p>	8931-831-3376	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 266	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>Q7b both options ticked. I think it is a very bad idea to consider housing workers at Williton and transporting them along the A39 which is not a good road at the best of times and passes through a particularly lovely area of Somerset which would be criminal to damage by road widening or straightening.</p>	8955-831-2824	/			
Tractivity 279	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous.</p> <p>The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful.</p> <p>To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.</p>	8968-831-1993	/			
Tractivity 285	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Although worker accommodation would be an economic boost whichever area it's in, at what cost?</p> <p>The Williton site bordering Mamsey House nursing home is worrying, and I would like more information to see how this would affect the well-being of Mamsey's residents, all of whom are frail, elderly and would not relish the effects of 200 workers and their cars etc on their doorstep. Also, the access road appears to run right next to Mamsey House.</p> <p>This site also appears to border the hospital, and I have similar reservations for the patients there.</p> <p>Where would the accommodation be situated on this site, and which areas would be car park?</p>	8973-831-2206	/			
Tractivity 285	Public	Stage 1	<p>On a professional level, as one of management team at Mamsey House, I am worried about the detrimental effects worker accommodation might have on our residents, and I would be interested to see more detailed plans regarding the site.</p> <p>NB These are my personal views, NOT those of the owners of Mamsey House.</p>	8973-831-4871	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 292	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>1. Why only 700 workers onsite? Your consultation says that each campus will have its own recreational and social facilities. If so, why not have a temporary small town at Hinkley with all facilities, with all the well-behaved workers enjoying a happy, healthy lifestyle with no transport problems for work?</p> <p>2. 'Long term legacy' really means planning gain by planning process exemption, alienating precious green sites adjacent to A and B.</p> <p>3. As far as Williton is concerned, the access points are on to narrow, busy main roads with junction hazards, more village centre congestion and a long road journey to Hinkley Point. The choice of Williton at all is remarkable, as it is much further away than the other sites and is not a commuting location for existing Hinkley Point employees, who are overwhelmingly located east of the Quantocks.</p>	8980-831-3164	/			
Tractivity 293	Public	Stage 1	<p>7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?</p> <p>I feel that both the construction of a workers' hostel and park and ride facility will be of no use whatsoever after construction is complete. Williton does not have the infrastructure to accommodate such a development. The nearest full time and adequate casualty department is 20 miles away, the closest 'full time' police station is 10 miles away.</p> <p>I would feel that it is much more suited to site everyone in a large town such as Bridgwater which has both the infrastructure and 'social' amenities which would be required for the influx of a large number of social workers.</p>	8981-831-2428	/			
Tractivity 309	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Williton is not the right location- Bridgwater is more sensible- direct access of the M5 makes more sense- Williton is a Village with not amenities- bar shops.</p>	8997-831-1270	/			
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>	9006-831-4470	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 337	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>[NB note added under the chosen tick box: We have a care home and don't need a hotel. The hotel we did have closed.]</p> <p>Totally against ANY use of Williton as a site for construction workers because:</p> <p>Development to the east would mean destruction of beautiful fields - currently a great local amenity. Parts of these fields are low lying, easily water logged - prone to flooding.</p> <p>With regard to both sites - many years of extra traffic on already busy, winding roads.</p> <p>Presence of single men has potential for trouble - 3 policemen cover a large area.</p> <p>Pressure on local services - eg medical.</p>	9025-831-2389	/			
Tractivity 345	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton is a long way from Hinkley Point.</p> <p>Both proposed sites are outside the development line on greenfield sites. The site to the west of the village is particularly unsuitable because it backs on to Mamsey House Care Home and Williton Hospital.</p> <p>If accommodation is built in Williton, other brownfield sites should be considered.</p> <p>And the accommodation should be of the type of residential property that has long-term use. Williton has no need of another "care home, hotel or other".</p> <p>I am very concerned about the social impact of these workers on the village.</p> <p>EDF should also be very aware of certain local landowners who would personally benefit from the sale of their land to the detriment of the village.</p>	9033-831-2469	/			
Tractivity 375	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Any community benefits are not clear yet. My strong suggestion for Williton is the bypass idea, for which we have been waiting many years. Until this nettle is grasped, creation of a decent village/town centre will not happen & the people of Williton will suffer more with every year that passes.</p>	9062-831-4013			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 375	Public	Stage 1	<p>10. Do you have any comments on our proposals in relation to training and business opportunities?</p> <p>Once again the bypass idea for Williton will free up the Roughmoor industrial estate which is currently underused and suffers from inadequate access. This could provide much needed new employment without which it is hard to understand where would be the need for the new housing and shops which are now being talked about. We need the jobs to go with the new homes, so that we do not build a community living largely on the state benefits system, without much hope of employment.</p> <p>One would hope EDF would offer help & training to all the area's current education facilities, so that we may retain & give hope to our young people.</p>	9062-831-4481	/			
Tractivity 379	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>As voiced at last night's meeting of the Parish Council, with EDG representatives in attendance, it is obvious that the local community of Williton do not want any of the proposed buildings or park and ride in Williton, not least because of the flood dangers, and as suggested there are other sites that could be used. The Quantock Hills are designated as an Area of Outstanding Natural Beauty, well from where I live and the surrounding areas, that beauty will be lost on everyone, including the tourists we rely on for income.</p>	9065-831-2402	/			
Tractivity 381	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>There are problems with use of campus accommodation at Williton in terms of the A39 traffic management and the idea of 200 workers in a local community. If the accommodation could be in small packets with workers intergrating into the community this might work.</p>	9067-831-2696	/			
Tractivity 394	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 don't think EDF have any idea as to how disruptive this project will be to the people of Williton. As to the plans to build on a flood plain I think this is ridiculous and hasn't been looked into.</p>	9079-831-3270			/	
Tractivity 396	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>The extra accommodation in Williton will interfere with the infrastructure of the village & possibly damage the flood plane management.</p>	9081-831-2049	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 420	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Being a new resident to Williton from London, we moved here for a quieter peacefull life and choose our house according to this. We were unaware of any proposed housing when we brought the house and would be very unhappy to see campus accommodation go up opposite our new dwelling changing our quality of life of which why we moved here.	9102-831-2050	/			
Tractivity 429	Public	Stage 1	4. Any other ideas or comments? I live in the Williton area and don't want the village to become clogged with buses/cars trying to get to Hinkley Point via the Bridgwater road. AAG lorries use this road which is precarious at the best of times. Try driving behind them, especially at night. Accommodation should be as close as possible to the construction site. It is just common sense to use less transport to service the construction workers as near as possible to their place of work.	9110-831-1243	/			
Tractivity 438	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Bringing workers out as far as Williton is crazy as it will create even more transport problems (and pollution!). On site makes sense and using the brownfield sites in Bridgwater makes sense. Forcing large numbers of people and houses on smaller communities doesn't	9117-831-2463	/			
Tractivity 461	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton based workers will result in more traffic using the minor roads to the west of the Station - this should be avoided. Use of rented accommodation will probably happen by default, probably local supply will increase. Need to be aware that this could impact local tourism and also outage periods on the B Station when there can be large short-term influxes of contractors.	9138-831-2472	/			
Tractivity 481	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is too far to go to site. Big traqffic jams likely. A39 is busy enough already.	9157-831-2245			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 523	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. This long-term legacy benefit for Williton is a complete no. Care homes and hotels have special requirements that will not exist with these buildings. Anyway Williton cannot survive 200 migrant workers that will end up as 300 or 400. Emergency services not here for that number. Doctors/schools/police/hospital. Just a big red carrot geing dangled. A local councillor has stated in the press. Williton could gain millions from a fund? Where would we like it spent, swimming pool or village hall. Sounds like it's all been agreed in secret? I think we better sell up and move if we can.	9194-831-2588	/			
Tractivity 528	Public	Stage 1	Williton is only a small village with little to offer to a camp of site workers. The campus proposal will probably increase the size of the village by about 50% and there are serious concerns regarding the future use of the campus after the workers leave.	9199-831-1407	/			
Tractivity 540	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I cannot see any lon term benefits for Williton- a new care home is due to be built, planning has just been obtained. Use of owner-occupied, guest houses etc would affect the tourism trade in the area. The A39 is heavily congested more so in the summer months it is very neglected and has many accidents leading to road closures.	9209-831-2568	/			
Tractivity 584	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 only commenting on Williton but I can not think of any community benefits to the siting of a hostel for 200. The doctors surgery in the village is already stretched, recently we have been advised to go to Watchet surgery if you want an appointment within a couple of weeks. Will healthcare be improved? Who is going to pay to extra policing probably the council tax payer? The traffic conjection in the centre of the village will be greatly increased, will that benefit the village?	9363-831-4720	/			
Tractivity 584	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 commented only on Williton as I'm afraid I do not have enough knowledge regarding the other proposals. I do know what Williton does not have the infrustructure for your proposals. Very little thought seems to have gone into the two proposals sites. Both are flood plains. After tons of concrete are laid on these green fields would the surface water go? Williton village is already prone to flooding and sewage system is principally victorian. WILLITON DOES NOT WANT YOUR PARK & RIDE OR ACCOMODATION	9363-831-5735			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 23207	Public	Stage 1	Reference the above proposals I wish to register my extreme dismay and concern. I appreciate that EDF is a commercial concern whose prime motivation is profit, and this is understandable. However, I believe that, in this case, consideration of cost reduction has been totally one sided in favour of EDF. They have chosen the cheapest option with no thought or concern shown towards the cost inflicted on the residents of Cannington, Comwich and Williton villages or the town of Bridgwater. I believe the impact, particularly on the villages, will be devastating. I believe the cost to human suffering and disruption to be far in excess of the cost of routing access across Dunball Wharf and providing accommodation, storage, parking etc. etc. on the Hinkley site itself.	9380-831-56			/	
Tractivity 60901	Public	Stage 1	Commented on her concerns over the hostel planned for Williton is too far from the Hinkley Point Site and the increased traffic will cause more carbon emission. Williton has no facilities to house or entertain 200 workers and its a long distance to get to anywhere with entertainment. The Sampford Mill Farm site is difficult due to access being through the village, better to have an access to avoid Williton. Mamsey Bridge site if it is more compact (if it has to be built)	9404-831-0	/			
Tractivity 62125	Public	Stage 1	Sampford Brett has very limited amenities - we have no school, no shop, no pub and no recreational facilities other than a village hall. This isn't a problem for residents but would be for construction workers looking for entertainment and is likely to be a problem for any 'legacy use' on this site.	9413-831-919	/			
Tractivity 62130	Public	Stage 1	In terms of the specific land to the East of Williton, I make the following comments: 1) The area of land proposed to be used appears excessive for the proposed use and a smaller area could provide the required facilities (however this may only appear so from the outline plans); 2) There is likely to be a significant difference between the nature of the properties for temporary accommodation or for the construction workers compared to that existing along Tower Hill. Consequently there could be cultural and socio-economic variations in close proximity which would not be desirable;	9417-831-1381	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62139	Public	Stage 1	<p>Hostel</p> <p>Wherever this is located it will be:</p> <ul style="list-style-type: none"> - in open countryside - outside the settlement boundary - on good agricultural land - probably not designed with appearance but with cost as the major consideration - if 'self contained' it will not contribute to the economy or the social fabric of the community (which is already fragile) - if not 'self contained' it will load services for a short time, and these services will then need to be scaled down at the closure of the hostel - there will be no market or use for a hostel at the end of the build period - we had the workhouse empty for thirty years following its use for a hospital. Possible uses are an open prison, or holding area for illegal immigrants etc. this would be an inordinate burden for such a small community - what is needed is a number of houses well designed, for permanent employees, so that the benefits of their spend in the village, and their contribution to village life enhances the whole community. This would justify breaching the settlement boundary 	9418-831-168	/			
Tractivity 62139	Public	Stage 1	<p>Park & Ride</p> <p>With low levels of unemployment in West Somerset (Minehead 88 people and Williton/Watchet 110) it is difficult to see why a park and ride is needed. Minehead already has a substantial inward migration of workers needed to fill its jobs. If you pull employees out of Minehead, this will merely increase the inward/outward commuting. These journeys already account for 5500 movements each day and the introduction of Morrisons will increase this. There will be people wanting to travel from Williton/W atchet.</p>	9418-831-1211			/	
Tractivity 62205	Public	Stage 1	<p>d) Construction workers will want access to entertainment, i.e. pubs, cinemas and other recreational activities; easy access to motorways, etc. - it would be much more sensible to create accommodation for them on the outskirts of Bridgwater or Taunton</p>	9427-831-636	/			
Tractivity 62205	Public	Stage 1	<p>f) The suggested sites in Williton have their own problems, i.e. flooding issues; increasing traffic on to two roads that are over-used already; potential social problems caused by considerable increase in population of the village - there being very little entertainment for the workers who would have to go to Taunton to find recreational facilities.</p> <p>g) Williton has quite a lot of social housing already and there are areas in Williton on which housing developments could be created without utilising these two new areas. The land on which the accommodation is proposed is agricultural land that should be retained for that purpose - food production is as essential to the needs of the country as is electricity.</p>	9427-831-1046	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62205	Public	Stage 1	i) West Somerset does require more affordable housing, but for locals only. This housing needs to be small scale developments in outlying villages in order for the villages and their scant amenities to survive. A relatively large scale development on the outskirts of Williton would not address this problem.	9427-831-1830			/	
Tractivity 62390	Public	Stage 2	We are also concerned about the impact of so many workers living in an area where the population is already expanding beyond the numbers that existing services, such as doctors, police, and refuse collection, can cope with.	10051-831-1010	/			
Tractivity 62582	Public	Stage 2	It is unnecessary and totally unacceptable to build it next door to Mamsey House Nursing Home, I can't imagine why anyone would consider putting this here to disrupt and disturb the lives of elderly, sick people, and it is totally unkind and inconsiderate.	10133-831-6281			/	
Tractivity 62670	Public	Stage 2	As you can see I am a resident of Williton and quite near the proposed Park and Ride you ar thinking of building, which will be near an old peoples residence, Mamsey House, and the hospital. The stroke unit ward will also be disturbed by all the noise of building going on, which will not help them getting better, even when it's built, cars and buses arriving and going.	10179-831-0			/	
Tractivity 62670	Public	Stage 2	Do you realise there is a walkway that is in between the residence of Shutgate Meadow and the Stroke Unit. It will I suppose be used as a short cut to the village shops.	10179-831-378			/	
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.	89196-831-2445			/	
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.	89401-831-11952			/	

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	However, restoration to agriculture does not take account of the wider socio-economic issues, and there is no discussion or consultation on legacy options.	89403-831-7797	/			
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.	89426-831-52			/	
Tractivity 62893	Public	Stage 2 Update	I have to take from your message that, we in Stogursey will have to suffer bus transport to and from the Williton Park & Ride. That will be a decline in our quality of life	89656-831-26			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Full consideration of the impact of the construction, operation and restoration of the Park & Ride at this location on adjacent and nearby properties at Five Bells would be required.	89895-831-7879	/			

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>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.</p> <p>Assessment of traffic issues should be incorporated into socio-economic baseline given the important interactions between transport and the local economy. The baseline assessment of construction costs and subsequent employment requirement would benefit from more specific reference to the park and ride proposals.</p>	89401-832-9397	/			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 10 of the Environmental Assessment (ES) 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	<p>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.</p> <p>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 and other impacts in a study area covering Williton.</p> <p>Greater flexibility should be used in applying the framework to assess significance or magnitude of effects.</p>	89401-832-10258			/	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 J23, 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	<p>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.</p>	89401-832-10995	/			<p>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.</p> <p>Consultation responses highlighted that limited reference has been made to impacts beyond direct employment. Qualitative assessment reported in the ES has also been undertaken in relation to other potential local economic and social implications such as effects on businesses and community facilities.</p> <p>Several of the consultee comments are generic across topic areas and have been addressed in the socio-economic consultation response themes</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 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</p>	89401-832-11952			/	

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	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.	89401-832-12230	/			
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.	89401-832-12532	/			
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. Open procurement means that both these assumptions are effectively at risk and introduce a level of uncertainty concerning actual outcomes. 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.	89401-832-13578			/	
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. 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" 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	89401-832-14196			/	

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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	Insufficient attention has been paid to the assessment of local economic impacts of a significant change to the local transport context. Consider residual economic impacts linked to increased traffic congestion.	89401-832-15715	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The level of migrant labour may be under estimated given the absence of a clear route map for local people to take up opportunities. An assessment of the economic costs of traffic congestion should be included.	89429-832-6909	/			
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.	89429-832-7123	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- Full consideration of the impact of the construction, operation and restoration of the Park & Ride at this location on adjacent and nearby properties at Five Bells would be required.	89895-832-7879	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62130	Dual - Consultee with an Interest in Land and Public	Stage 1	3) From an ownership perspective we would consider and be supportive of the sale of the land as long as this recognised the development value. Whilst the land is currently used for agricultural purposes it has always been retained for alternative use and as you may be aware there have been discussions with both developers and a special interest potential acquirer	8752-833-2180	/			Consultees raised concerns at Stage 1 consultation about the proposed provision of worker accommodation in Williton. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for worker accommodation in Williton were dropped by EDF Energy following a review of accommodation requirements after the Stage 1 consultation.
Tractivity 62130	Dual - Consultee with an Interest in Land and Public	Stage 1	Further to the letter from EDF to me dated 13th November regarding the above potential development, I confirm that we are broadly supportive of the proposals and would consider sale of our land that might be needed as part of this development. As you may be aware there is also interest in the site from Developers and a special interest party and therefore we would not be looking to sell the land valued on an agricultural use basis.	8752-833-3137			/	Consultees raised concerns at Stage 1 and Stage 2 consultation about the proposed provision of a park and ride in Williton village. This led to complaints about potentially related issues eg noise and transport concerns. The proposals for a park and ride in Williton were moved to Washford lorry park by EDF Energy following a review of requirements after the consultations.
Tractivity 1310	Dual - Consultee with an Interest in Land and Public	Stage 2 Update	We have recently become aware of a proposal from West Somerset council to locate up to 300 bed spaces adjacent to Williton. The residents of Williton firmly rejected that proposal and we were pleased that EDF listened and amended their plans. We feel strongly that EDF should not re-examine this proposal again.	89576-833-627	/			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:
Tractivity 375	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package? Any community benefits are not clear yet. My strong suggestion for Williton is the bypass idea, for which we have been waiting many years. Until this nettle is grasped, creation of a decent village/town centre will not happen & the people of Williton will suffer more with every year that passes.	9062-833-4013			/	<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 375	Public	Stage 1	10. Do you have any comments on our proposals in relation to training and business opportunities? Once again the bypass idea for Williton will free up the Roughmoor industrial estate which is currently underused and suffers from inadequate access. This could provide much needed new employment without which it is hard to understand where would be the need for the new housing and shops which are now being talked about. We need the jobs to go with the new homes, so that we do not build a community living largely on the state benefits system, without much hope of employment. One would hope EDF would offer help & training to all the area's current education facilities, so that we may retain & give hope to our young people.	9062-833-4481	/			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
Tractivity 381	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. There are problems with use of campus accommodation at Williton in terms of the A39 traffic management and the idea of 200 workers in a local community. If the accommodation could be in small packets with workers integrating into the community this might work.	9067-833-2696	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 476	Public	Stage 1	In the case of Williton perhaps something really beneficial for the hospital can be considered in conjunction with the Minehead Hospital Trust. Minehead Hospital is not huge and will need terminal care expansion facilities in the future.	9152-833-5893		/		
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 Williton 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. 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.	89401-833-12704	/			
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.	89429-833-7317	/			

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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 classified as 'best and most versatile land'. Baseline information is therefore incomplete.	89403-864-5055	/			Stage 2 local authority consultation comments noted that the baseline information lacked soil surveys. At the Stage 1 consultation, EDF Energy proposed two search areas to the west and east of Williton respectively as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus EDF Energy reduced the size of the proposed park and ride facility, opening up other sites to be considered which had not previously been considered large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home. In order to respond to these concerns, the park and ride site now proposed as part of EDF Energy's application for a Development Consent Order for the Hinkley Point C Project is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site which would remain in place and would not be included as part of the application. EDF Energy is also proposing that bus services from the park and ride would be able to pick up workers based in Williton <i>en route</i> . On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to soils and land use impacts associated with the development of the site previously proposed are therefore not addressed in any further detail.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The quality of the land is still uncertain, as to how much of it is 'best and most versatile land'.	89403-864-8518	/			In terms of baseline conditions, the site at Williton is classified as non-agricultural land, and does not contain any areas of best and most versatile land (BMVL). As a result, it has not been necessary to carry out a soil survey or Agricultural Land Classification (ALC) survey

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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 cumulative element from this element of the overall scheme on soil and land use impacts is consistent in Volume 4 with the assessment in Volume 3 referred to here.	89403-867-8878	/			<p>The local authority consultation response at Stage 2 noted that the cumulative element had been described consistently with other elements of the assessment.</p> <p>However, as already described, the park and ride site now proposed for Williton is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site which would remain in place and would not be included as part of the application.</p> <p>Cumulative Impacts are addressed in Volume 11 of the Environmental Statement. As the site now proposed is currently in industrial use and not classified as or used as agricultural land, there would be no cumulative construction, operation or post-operation phase impacts on soil, land use and agricultural receptors.</p>

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Sampford Brett Parish Council	Statutory Consultee	Stage 1	Agricultural land and associated leisure activities afforded by the sites would be lost.	8719-866-1499	/			Stage 2 consultation responses identified concerns on loss of agricultural land and associated stewardship of ecology, and proximity to actual and potential nursing and residential homes.
Tractivity 62130	Dual - Consultee with an Interest in Land and Public	Stage 1	In terms of the specific land to the East of Williton, I make the following comments: 1) The area of land proposed to be used appears excessive for the proposed use and a smaller area could provide the required facilities (however this may only appear so from the outline plans);	8752-866-1582	/			As already described, the park and ride site now proposed for Williton is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site which would remain in place and would not be included as part of the application.
Tractivity 279	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. To suggest bringing 200 workers to Williton with about 2000 residents - a good proportion are retired - seems ludicrous. The road (A39) is a hazard at the best of times and exits on this and the A358 are dreadful. To site a campus alongside a hospital and an already existing nursing home and a new residential home due to commence shortly seems totally unreasonable.	8968-866-1993	/			On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. The specific concerns raised by consultees associated with the development of the site previously proposed are therefore not addressed in any further detail. To summarise the potential impact of the proposed development, the site at Williton is classified as non-agricultural land, and is not subject to any agri-environment scheme. As a result there would be no impacts on agricultural land use or environmental protection scheme.
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.	10083-866-1026	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The impacts during the operational phase refer only to disruption of agri-environmental schemes, and do not refer to the land-take during operation of the park-and-ride facility. This is not consistent with the rest of the assessment, as there will be landtake while the park- and-ride facility is in use for approximately five years.	89403-866-6776	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A Minor Adverse effect from disturbance to drainage is identified in the text but is not included in the tables.	89403-866-7114	/			

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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 a Minor 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.	89403-866-8649	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There may be additional residual effects due to ecological effects from loss of agricultural stewardship which are not considered in Soils and Land Use. The EnvApp suggests that these are considered in the Ecology chapter but this appears not the case.	89429-866-9916	/			

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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.	89403-865-5468	/			A consultation response expressed concern on the completeness of information provided, particularly on the completeness of consideration of area/duration combinations and of less valuable agricultural land. As already described, the park and ride site now proposed for Williton is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site which would remain in place and would not be included as part of the application.
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 significant of other effects during construction as Minor Adverse, based on site management as mitigation, are generally reasonable (but see comments on mitigation). The significance assessment therefore needs to be completed.	89403-865-7230	/			On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees relating to soils and land use impacts associated with the development of the site previously proposed are therefore not addressed in any further detail. The Methodology section of the Soils and Land Use chapter 11, Volume 10 of the Environmental Statement addresses the following issues as they may be affected by construction, operation and post-operation restoration of the site: <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-environment schemes; andthe possible presence of crop/soil/animal diseases or noxious weeds. The criteria used in the assessment are the ALC Grades as set out by the former Ministry for Agriculture, Food and Farming which includes Best and Most Versatile land (BMVL) at ALC Grades 1, 2 and 3a, but also lower grade agricultural soils (Grades 3b and 4). However, the site now proposed is classified as non-agricultural land and does not contain any areas of BMVL, nor any lower grade agricultural land.

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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 reinstatement 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.	89403-868-7503	/			Local authority consultation responses at Stage 2 sought consideration of legacy options and clarification of the contractual arrangements that would enforce good practice in restoration to agricultural land, including mitigation of drainage impacts and potential enhancements to ecology.
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.	89403-868-7797	/			As already described, the park and ride site now proposed for Williton is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site which would remain in place and would not be included as part of the application. In summary, the proposed site at Williton is classified as non-agricultural land, and is not subject to any agri-environment scheme. As a result, there would be no impacts on agricultural land use and no mitigation is required with respect to agricultural soils and 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	Compensation is proposed as mitigation for temporary loss of land in agricultural stewardship schemes, along with general good practices to be implemented via the EMMP. This does not fully address the ecological aspects. These should be considered in the ecological section, and possible enhancements considered.	89403-868-7956	/			On this basis, site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees associated with the development of the site previously proposed are therefore not addressed in any further detail.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation for damage to agricultural drainage is mentioned in the text (8.6.54) however there is no mention of the impact or the mitigation in the summary tables. Mitigation proposals therefore need to be completed.	89403-868-8272	/			However, the provision of permanent drainage has been considered as part of the development now proposed. A drainage strategy has been developed for the proposed development site which would ensure that surface water is managed effectively and would protect land drainage on adjoining land from potential disruption. Surface water would be attenuated by the provision of a cellular storage tank and a series of conveyance swales. Flows from the tank would be limited to pre-development run-off rates, before connecting with the existing site drainage and discharging to a surface water ditch near 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	Further measures to mitigate residual effects relate to strong contractual mechanisms to ensure best practice in delivery of the restoration of the site to agriculture	89429-868-10172	/			The strategy is an integral part of the site design and is discussed in Chapter 13, Volume 10 of the Environmental Statement and the accompanying Flood Risk Assessment for the site. It should also be noted that the drainage infrastructure would remain in place during the post-operational phase.

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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.	89403-869-9071	/			<p>No monitoring requirement was identified in consultation responses.</p> <p>As already described, the site-specific concerns relating to the development of a park and ride facility at Williton have been addressed through the relocation of the proposals to the former Smithyard Terminal, a brownfield site on the B3190.</p> <p>For this new, non-agricultural site, no specific monitoring of soils is required. However, other types of environmental monitoring would be addressed as part of the Environmental Monitoring and Management Plan (EMMP) and its subsidiary topic-specific management plans.</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	It is recommended that a plan showing the relevant drains and watercourses is provided for clarity.	89405-891-667	/			The comments received at the Stage 1 and Stage 2 consultations related to the site which was located immediately west of the Williton village. Since finalisation of Stage 2, an alternative site for the proposed development has been identified and is now located 1.3km to the north west of Williton village. The comments received in respect of the Williton site relate to requests to produce an improved plan which highlights the drains and watercourses near the site. This request has been noted and is reflected in the development of an enhanced overview plan for the new Williton park and ride site.
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 further noted that the plan presented in the Flood Risk Study (FRS) for the Williton Site has been used but some of the descriptions do not appear to correspond to the plan.	89405-891-770	/			
Parrett Internal Drainage Board	statutory consultee	Stage 2 Update	1. Williton site - outside Board area.	89717-891-4455			/	

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	<p>Issue: Further information is required on the surface water drainage system.</p> <p>Topic: Surface Water Drainage</p> <p>Comment: We are satisfied with the approach to discharge at the 1:2 year greenfield run off rate for all storm events up to 1:100 year plus climate change (as shown in Calculation Sheet 4). However due to the ground conditions additional surface water volume will be directed downstream despite attenuation.</p> <p>The potential locations available to discharge surface water from the site is discussed. We would favour options 1 or 2, meaning that surface water is discharged to the watercourse in a northerly direction bypassing Williton.</p> <p>Action: A critical part of the drainage assessment must be able to demonstrate that the additional surface water volume created, as a result of this development, will not increase flood risks to others. However, we would expect the flood risk assessment to carry out conveyance checks of the minor watercourse to ensure that it has capacity to accommodate this additional surface water. This part of the assessment is important as it will ensure that there will be no increase in flood risk along the reach of the minor watercourses including third party land.</p>	89086-893-603	/			<p>At the Stage 1 consultation, EDF Energy were proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.</p> <p>In order to respond to these concerns, the park and ride site now proposed as part of the application for</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	<p>The assessment methodology provided within Section 8.9 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.</p> <p>12.14.3 Significance</p> <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 - Negligible adverse; - Discharge of suspended sediments during construction of balancing ponds – Minor Adverse; - Contaminated pumped ground water effects on water quality - Minor Adverse; - Sediment deposition during construction of access road/site infrastructure - Minor Adverse; - Loss of drainage capacity - No impact; - increased surface water runoff/flood risk - Moderate Adverse; and, - Accidental release of sediments into drainage ditches - Minor Adverse. <p>It is believed that the impacts are underestimated based on the close proximity of the key receptor and its sensitivity which would be higher than predicted in the assessment as this does not take account the fact that it is sources from the Monksilver Stream, a Grade A quality river.</p> <p>The Moderate Adverse assessment of flood risk is not considered complete. Any increase in surface water discharges is against current flood risk policy. Any resulting increase in flood risk should be considered against the precise effects of flooding in terms of the land use inundated, water depth, velocity and hazard for a full understanding of the implications of flood risk. From this a full assessment can be made.</p>	89405-893-2025	/			<p>Development Consent is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site.</p> <p>On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to surface water impacts associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>The surface water assessment has been updated since the Stage 2 Update consultation to provide additional information regarding the assessment of the value/sensitivity of each of the receptors considered in the impact assessment. Consideration has been given to both surface water receptors and population receptors which could be affected by the proposed development.</p> <p>The Environment Agency highlighted, at the Stage 2 Consultation, a number of specific conditions which should be addressed to ensure that the proposed development does not cause pollution and/or impact upon controlled waters. These conditions are reflected in Chapter 13 of Volume 10 of the Environmental Statement (ES) and the Williton Flood Risk Assessment (FRA) for the site. EDF Energy has continued engagement with the Environment Agency during the development of the FRA to ensure that these requirements are adequately addressed.</p> <p>A number of comments were also received regarding the assessment of individual impacts and the requirement for additional mitigation actions. These impacts were assessed based upon the specific location and geography of the old Williton site. However the comments have still been considered in</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	<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 - No impact; and, - Increased suspended sediments from surface water runoff - No impact; <p>The assessment of accidental discharges and contaminated surface waters are considered appropriate. However, the remaining impacts discussed are underestimated as they rely on a surface water management system, including sustainable drainage techniques implemented at the construction stage. There is a lack of detail provided in this document and the FRS to be sure that the type of mitigation being offered is technically feasible.</p>	89405-893-3986	/			<p>the development of the impact assessment for the new site.</p> <p>The revised assessment includes consideration of surface water impacts and describes the overall assessment methodology clearly (including the determination of impact significance through reference to the impact assessment matrix in the Chapter 7 of Volume 1 of the ES).</p> <p>A water management plan will provide sufficient detail regarding surface water management measures to provide confidence that the design measures discussed and taken into account within the assessment of surface water impacts are achievable.</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>At the removal/reinstatement stage the following effects have been identified.</p> <p>Accidental discharges from mechanised plant - Minor Adverse;</p> <p>Contaminated surface water runoff from soil - Negligible Adverse; and,</p> <p>Increased surface water runoff from exposed soil - Moderate Adverse.</p> <p>The assessment does not take the risk of mobilising suspended sediments at this stage of the project into account. The risk posed by increased surface water discharge and the resulting flood risk is not complete for the reasons given in the description surrounding construction significance of effects.</p>	89405-893-4777	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>It is reported that all the significance criteria for all the construction impacts can be reduced to Negligible or less.</p> <p>This is based on a mitigation strategy that incorporates good site management and effective surface water management. The effectiveness of these measures is not considered in the assessment and it is assumed that the systems described will not fail.</p>	89405-893-6634	/			

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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>It is reported that all the operational impacts identified below can be mitigated to Negligible:</p> <p>This also relies on an effective surface water management system for reducing all impacts. Details of this system are not available and again the assessment does not consider the effectiveness of surface water management systems nor their potential to fail.</p> <p>At the removal/reinstatement stage the assessment indicates that all effects can be reduced to negligible or less either via mitigation or as a result of the initial effect being insignificant. The impacts that require mitigation are identified by the EnvApp as follows:</p> <ul style="list-style-type: none"> - Accidental discharges from mechanised plant; and - Surface water runoff from bare soil. <p>The effectiveness of mitigation of these effects would be dependent on surface water management measures applied. However, the level of detail provided within the EnvApp relating to how it is proposed that this would be achieved is insufficient to provide confidence that the solution is currently achievable.</p>	89405-893-7011	/			
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 negligible adverse effects predicted by the EMMP are generally a fair reflection of the low sensitivity of the site. This is also based on a mitigation strategy that incorporates good site management and effective surface water management. The effectiveness of the measures are overestimated for controlling mobilisation and it is recommended that the significance updated to minor adverse.</p>	89429-893-12591	/			
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 predicted negligible operational impacts are also reliant on application of an effective surface water management system to reduce impacts. Details of this system are not available. The assessment does not consider the effectiveness of surface water management systems nor their threshold to failure.</p>	89429-893-12989	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>While the assessment of effects reinstatement predicts negligible impacts, this ignores the fact that the systems put in place to control surface water quantity and quality will be also removed, and the risk associated with this.</p>	89429-893-13297	/			

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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 receptor sensitivity assigned to the channel along the eastern boundary of the site is low. This is the key receptor from the site. As it is fed from the Monksilver Stream, it is likely that its water quality is very good. Therefore it is considered to be sensitive to change, and assessed accordingly and assigned as 'medium' importance.	89405-892-1656	/			One of the consultation comments received requested additional clarification of the sensitivity and magnitude of each receptor included in the assessment. This information is now included fully in the Environmental Statement (ES) and common terminology is used throughout the impact assessment process. The remaining comment relates to the original Williton site at Mamsey Lane and have not been considered further.
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 8.9 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.	89405-892-2025	/			The revised Williton surface water assessment describes the overall methodology clearly, including the determination of impact significance through reference to the impact assessment matrix in the Chapter 7 of Volume 1 of the ES .
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	Williton Park and Ride The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.	89711-892-5793			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	In the case of the three campus sites and J23 Park and Ride facility, more detail is required about how surface water will be managed now that the proposals for these sites have changed.	89864-892-1912			/	

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Williton Park and Ride - Flood Risk Management: Additional efforts are required to develop the surface water drainage strategy. Additional information is also required to ensure safe access and egress and risks to third parties do not occur.	89069-895-8811	/			At the Stage 1 consultation, EDF Energy were proposing two search areas to the west and east of Williton respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, this was then narrowed down to a potentially suitable site at Mamsey Lane, within the search area to the west of Williton. Following further work, it was determined that fewer workers would be living near Williton than originally envisaged and thus the size of the proposed park and ride facility was reduced, opening up other sites to be considered which were not previously large enough to accommodate the proposed facility. Consultation responses received during the Stage 1 and Stage 2 consultations also raised site-specific concerns about the location of the site at Mamsey Lane, in relation to a number of matters, but in particular the proximity of the site to the Mamsey House Nursing Home.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Issue : The drainage strategy for the site needs to be developed further. Comment: We are seeking the inclusion of a high quality SUDS treatment train rather than just balancing ponds to form the drainage scheme. We wish to see more at-source sustainable drainage techniques (SUDS) used to manage water quality and quantity before reaching the balancing ponds. The report discusses the possible use of swales, which should be explored further as a method of transporting surface water to/from the balancing ponds. Other SUDS methods should be considered for use on site and discussed in the report. Action: The Drainage proposal for the site should be revisited to incorporate a more sustainable approach to drainage.	89086-895-2742	/			In order to respond to these concerns, the park and ride site now proposed is at the former Smithyard Terminal, a brownfield site on the B3190. This site has the benefit of being on brownfield land and is adjacent to an existing industrial/storage building on the Smithyard site.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	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	89090-895-6093			/	On this basis, a number of site-specific concerns relating to the development of a park and ride facility on the Mamsey Lane site have been addressed through the relocation of the site from Mamsey Lane to the Smithyard Terminal site. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations relating to surface water mitigation

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>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 environment</p> <p>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.</p> <p>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> <p>REASON: To prevent pollution of the water environment.</p>	89090-895-6370	/			<p>associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <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 development does not cause pollution and/or impact upon controlled waters. These conditions are reflected in the updated Environmental Statement (ES), Flood Risk Assessment (FRA) and drainage strategy for the site. EDF Energy has continued engagement with the Environment Agency during the development of the FRA to ensure these requirements are adequately addressed.</p> <p>A majority of the Williton consultation comments relating to mitigation concern or clarifications regarding the potential impacts (and need for mitigation) of uncontrolled surface water discharges from the site. To address these concerns a drainage strategy has been developed to help reduce the potential water quality and hydrology/drainage impacts arising from the construction, operational and reinstatement of the development. The strategy is an integral part of the site design and is discussed in the Chapter 13 of Volume 10 of the ES and the accompanying Williton FRA.</p> <p>This strategy has been designed to ensure that surface drainage flows will be limited to existing runoff rates of 18.1 l/s for the 1 in 100 year event plus climate change and 7.5 l/s for the mean discharge (Qbar) event. This is to be achieved using Stormbloc cellular storage and a series of conveyance swales. The provision of sustainable drainage (SuDS) features will ensure that there will be no off-site impacts from surface run-off from the proposed development. An appropriate maintenance plan will be established to ensure the continued effectiveness of the SuDS features over the operational life of the facility.</p> <p>Foul drainage for the site will consist of a series of gravity fed drains from the buildings routed to a small package sewage treatment works. Following treatment within the package treatment plant, flows will discharge to the surface water drainage system. The surface water drainage system will ultimately discharge into the existing ditch near the southern boundary of the site.</p> <p>The effective implementation of this strategy is the key mitigation approach for drainage and is reflected in the</p>
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>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</p> <p>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 environment</p> <p>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.</p> <p>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> <p>REASON: To prevent pollution of the water environment.</p>	89091-895-289	/			<p>This strategy has been designed to ensure that surface drainage flows will be limited to existing runoff rates of 18.1 l/s for the 1 in 100 year event plus climate change and 7.5 l/s for the mean discharge (Qbar) event. This is to be achieved using Stormbloc cellular storage and a series of conveyance swales. The provision of sustainable drainage (SuDS) features will ensure that there will be no off-site impacts from surface run-off from the proposed development. An appropriate maintenance plan will be established to ensure the continued effectiveness of the SuDS features over the operational life of the facility.</p> <p>Foul drainage for the site will consist of a series of gravity fed drains from the buildings routed to a small package sewage treatment works. Following treatment within the package treatment plant, flows will discharge to the surface water drainage system. The surface water drainage system will ultimately discharge into the existing ditch near the southern boundary of the site.</p> <p>The effective implementation of this strategy is the key mitigation approach for drainage and is reflected in the</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	<p>The approach to mitigating loss of drainage/increased surface water runoff/flood risk requires more detail to determine if it is technically feasible or practical.</p>	89405-895-5934	/			
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 operational phase mitigation is a surface water system designed to manage quantity and quality including sustainable drainage techniques. This is appropriate. However, details of this system would be required and should be available within the accompanying FRS. The philosophy is sound but the level of detail is insufficient.</p>	89405-895-6114	/			

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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 specific commitment to monitoring is provided. It is expected that this will be addressed within the EMMP.	89405-896-8265			/	Control measures for the protection of the surface water environment would be set out Water Management Plan (WMP) and the overarching Environmental Management and Monitoring Plan (EMMP) .

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Williton Park and Ride - Flood Risk Management: Additional efforts are required to develop the surface water drainage strategy. Additional information is also required to ensure safe access and egress and risks to third parties do not occur.	89069-897-8811		/		A drainage strategy has been developed for the Williton park and ride development site. The strategy is included as part of the Williton Flood Risk Assessment .

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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>	10263-900-10285	/			<p>The site location for the Williton Park and Ride facility was changed following the Stage 1 and Stage 2 consultation events (but in advance of the Stage 2 update consultation). Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations associated with the development of the site previously proposed are therefore not addressed in any further detail.</p> <p>A desk study and an extended Phase 1 habitat survey were undertaken for the new site as the first stage in establishing a robust ecological baseline for the site, in line with the Institute of Ecology and Environmental Management's (IEEM's) Ecological Impact Assessment (EclA) guidelines (2006). All species-specific surveys that were identified as necessary have also since been undertaken, thus providing a robust baseline dataset to inform the design of the development proposals and on which to assess the impacts of development. The results of this work are presented in the description of the ecological baseline in Chapter 14 of Volume 10 of the Environmental Statement.</p>

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Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	Extended Phase 1 Habitat Surveys were undertaken in 2009 for hedgerows, water vole, otter, badger, great crested newts, bats and a breeding bird Survey. Further surveys are being undertaken for hedgerow, breeding birds, water vole, otter, badger, great crested newts, reptiles, invertebrates and bats. The results of the surveys will be used to inform the detailed design.	89115-900-1623			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	According to paragraph 8.10.53 of Volume 3, Chapter 8, surveys are still to be completed of hedgerows, breeding birds, Water Vole, Otters, Badgers, Great Crested Newts and bats. Until these surveys are finished, the environmental baseline will be incomplete and, therefore, the conclusions presented in Chapter 8 must be regarded as provisional ones. It is not appropriate to judge at this stage whether sufficient mitigation is included within the Masterplan for the Williton Park and Ride.	89262-900-4556	/			
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 out of season.	89405-900-8720	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	However, a summer survey for habitats and other surveys should be completed. The criteria used to define the magnitude of effects and the overall significance approach also follows best practise guidance. Overall, the assessment methodology is considered adequate once gaps in the baseline are dealt with.	89405-900-9864	/			
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.	89429-900-13560	/			

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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 data for the site is incomplete (surveys are still ongoing) and relies on an initial Phase 1 habitat survey undertaken outside of optimal season.	89429-900-14378	/			
Tractivity 712	Public	Stage 2	8. Any other ideas or comments? On 21 April 2009 I conducted a 2 hr survey of the birds in the 10km ST04(?) Tetad(?) code Q which includes the proposed P&R facility, as part of the Bird Atlas 09-11 mapping exercise for the BTO. In the area between Mamsey Bridge and Oakmoor(?) Wood, I heard 2 singing grasshopper warblers, which were obviously holding territory in the vicinity. This is a species on the UK red list. Did you know about this?	9470-362-3435			/	

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Tractivity 50918	Public	Stage 1	<p>Our Responses are enclosed. With them is some information on flooding, and a badgers sett, that is relevant to a site in Williton, namely, East of Williton.</p> <p>On the attached map is marked in red the position of the badgers' sett I showed to (personal details removed) and (personal details removed) on 16th Dec.09. I understand from them that site surveys (endangered species) will begin in January/2010.</p>	9400-908-18	/			At the Stage 1 consultation, EDF had proposed two search areas to the west and east of Williton, respectively, as potentially suitable sites for a park and ride facility. At the Stage 2 consultation, the preferred site was at Mamsey Lane to the west of Williton. Following further work, it was determined that the size of the park and ride facility could be reduced, opening up other site options. EDF Energy now proposes using an existing brownfield site (the Smithyard Terminal). Specific concerns raised in response to the Stage 1 consultations relating to badger setts associated with the development of the previously-proposed site are therefore not addressed in any further detail.

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is 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.	89405-903-14582	/			The full results of the baseline survey programme provide a robust basis on which to assess the likely impacts of the proposed development on ecological receptors, including those that may arise from cumulative interaction with other HPC and non-HPC developments. An updated assessment of cumulative impacts on terrestrial ecology and ornithology receptors, including bats and other UK Biodiversity Action Plan (UKBAP) species is presented in Volume 11 of the Environmental Statement.

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	22. Williton Several protected species occur within the vicinity of the Williton Search Areas and it would be advisable for surveys to be conducted to gauge the impacts upon these species of developing WIL-A and/or WIL-B. The reported record of Red Squirrel within 10km of Williton is questioned.	87980-902-3915			/	The proposed location for the Williton Park and Ride facility was changed following the Stage 1 and Stage 2 consultation events and was presented at the Stage 2 update consultation. A baseline ecological survey of the new location has been undertaken and the assessment of impacts presented in the Chapter 14 of Volume 10 of the Environmental Statement (ES) is informed by this robust baseline dataset. The methodology for, and presentation of, the assessment of impacts has also been further developed since the Stage 2 consultation and, as the scheme 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.
Tractivity 1192	Public	Stage 2	8. Any other ideas or comments? More destruction	9950-902-3787			/	
Tractivity 50918	Public	Stage 1	Our Responses are enclosed. With them is some information on flooding, and a badgers sett, that is relevant to a site in Williton, namely, East of Williton. On the attached map is marked in red the position of the badgers' sett I showed to (personal details removed) and (personal details removed) on 16th Dec.09. I understand from them that site surveys (endangered species) will begin in January/2010.	9400-902-18			/	
Tractivity 62227	Public	Stage 1	We draw your attention the the fact that there is an active Badger set on Site B and we wish to be notified as to how you propose to deal with this issue if commencing construction work in this location	9436-902-3879			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Compensation is proposed as mitigation for temporary loss of land in agricultural stewardship schemes, along with general good practices to be implemented via the EMMP. This does not fully address the ecological aspects. These should be considered in the ecological section, and possible enhancements considered.	89403-902-7956			/	
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, but should be used to guide the design outcomes for the site.	89405-902-13037	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is 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.	89405-902-14582	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There may be additional residual effects due to ecological effects from loss of agricultural stewardship which are not considered in Soils and Land Use. The EnvApp suggests that these are considered in the Ecology chapter but this appears not the case.	89429-902-9916			/	

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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 Phase 1 Habitat Survey was undertaken in January and therefore the botanical information is recognised as being preliminary. The valuation on the various species groups should be clearly indicated as provisional, subject to the surveys still to be completed. They are generally consistent with the valuations used for the well surveyed Development Site.</p> <p>However there are one or two inconsistencies, mostly minor in nature. The key 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 generally construction effects could affect commuting and foraging activity.</p>	89405-901-10391	/			The proposed location for the Williton Park and Ride facility was changed following the Stage 1 and Stage 2 consultation events and was presented at the Stage 2 update consultation. As stated above, the baseline ecological surveys of the new location have been incorporated into the Chapter 14 of Volume 10 of the Environmental Statement (ES) , which presents a robust baseline on which to draw conclusions in the assessment, including the valuation of receptors.
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.	89405-901-11533			/	
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, and there are other valuation inconsistencies.	89429-901-14542		/		
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2 Update	<p>Williton Park and Ride</p> <p>The location for the new Williton Park and Ride facilities will need the same environmental assessments as the other locations this includes a site specific FRA, groundwater contaminated land assessments and pollution prevention management plans. Until these occur we cannot comment on the suitability of the location.</p>	89711-901-5793	/			

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.	88830-904-26395	/			<p>The proposed location for the Williton Park and Ride facility was changed following the Stage 1 and Stage 2 consultation events and was presented at the Stage 2 update consultation. Specific concerns raised by consultees during the Stage 1 and Stage 2 Update consultations associated with the development of the site previously proposed are therefore not addressed in any further detail. The baseline ecological surveys of the new location have been incorporated into the Chapter 14 of Volume 10 of the Environmental Statement (ES), which presents a robust baseline on which to draw conclusions in the assessment and detail proposals to mitigate ecological impacts where they arise.</p> <p>Furthermore, an outline ecological mitigation and habitat management plan has been prepared (and is included with the ES).</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>22. Williton</p> <p>Several protected species occur within the vicinity of the Williton Search Areas and it would be advisable for surveys to be conducted to gauge the impacts upon these species of developing WIL-A and/or WIL-B. The reported record of Red Squirrel within 10km of Williton is questioned.</p>	87980-904-3915			/	
Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	<p>What are your views on our plans for a temporary park and ride facility at Williton?</p> <p>The Trust is concerned proposals at Williton could have a severe negative impact upon otter, as they appear to interfere with mitigation put in place through a previous planning case.</p>	10263-904-16781	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Somerset Otter Group	Non-Statutory Consultee	Stage 2	<p>The planned lay-out of the Park & Ride at Mamsey Bridge, west of Williton, will short-circuit the road safety mitigation which has been successful in keeping Otters off the A39. This will certainly lead to a resumption of deaths of this protected species, and a probability of car accidents from drivers having to take avoiding action.</p> <p>To the east of the area runs a small stream. On some of your plans this is correctly shown as having a zig-zag bend where it goes under the track. On other plans, (8.10.1), it is lazily drawn as a straight line; on 8.11.6 it is disgracefully omitted altogether. There is a water-level sluice near this bend, which we had to have moved and rebuilt, to prevent otter deaths. The proposed new lay-out in this area will make this proven improvement irrelevant.</p> <p>Although it is a small stream, and appears to have been considered just a ditch in the environmental assessments of the site, which do not mention otters, it is a very significant otter highway, and habitat link. It connects eastwards to the Donniford Brook, a noted otter stream which itself connects through to the Back Stream and the river Tone. Westwards it links via Outmoor and Fursey Ground wet woods to the river Washford.</p> <p>The other side of the A39 it empties into the main stream, and not far up that stream are the breeding holts at Orchard Wyndham and others a bit farther up at Nettlecombe. It is a very significant "Otter Crossroads."</p> <p>Luckily, where it meets the A39 it flows between steep banks. The sluice was realigned so as to keep the otters down in the stream-bed. Previously, to pass the sluice, they had to come out onto the lane, and once out, they did not bother to climb back down, but took the easy and inviting short-cut along the lane at road level, and went straight across. But now that they remain in the stream-bed, the steep walls guide them safely under the road bridge.</p> <p>Your plans show two ponds. The otters will naturally investigate these as they pass. They will then be out of the stream-bed, and on the same level as the road. As they leave the smaller pond to head towards the main stream they will have in front of them your level and inviting new entrance, with the existing field gate opposite. They will cross the road rather than going back down the walled bank to get under the bridge.</p>	10268-904-62	/			
Somerset Otter Group	Non-Statutory Consultee	Stage 2	<p>The legislation which gives this rare and vulnerable animal such strong protection lays a duty of care on anybody undertaking works near water. It behoves them to consider the possibility of possible dangers to the species, and to observe precautions. The proposals for this car-park do not consider this species at all, so are already inadequate in one respect. But as Mamsey Bridge is known to be a significant site, special consideration will have to be given to this waterway.</p>	10268-904-2403	/			

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	<p>Topic: Biodiversity</p> <p>Issue: The requirements of protected species are not reflected in current design proposals.</p> <p>Comment: We have concerns about the statements regarding otters within the environmental statement (Table 8.10.6-). The watercourse at Mamsey Bridge forms an important part of otter territory. Development proposals should reflect this fact. Any crossing of watercourses in this area need to be clear span and carefully planned with advice from an ecologist to ensure that the bridge design does not force or attract otters onto the A39.</p> <p>Action: Development proposals need to be reviewed to reflect the presents of protected species in the area. We recommend that the Somerset Otter Group is contacted to discuss the proposed development. Paras 8.10.93, 8.10.94, 8.10.98 and 8.10.99 of the environmental statement will need to be reviewed and expanded based on more ecological information.</p>	89086-904-4106	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Natural England	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Natural England has received information about Otters from the Environment Agency (EA) and extracts from (personal details removed), Somerset Otter Group, are below which sums up the concerns of the EA. Natural England asks that his comments below are noted and acted upon.</p> <p>(personal details removed) writes -</p> <p>"DANGER TO OTTERS FROM THE PROPOSED PARK & RIDE AT WILLITON The planned lay-out of the Park & Ride at Mamsey Bridge, west of Williton, will short- circuit the road safety mitigation which has been successful in keeping Otters off the A39. This will certainly lead to a resumption of deaths of this protected species, and a probability of car accidents from drivers having to take avoiding action.</p> <p>To the east of the area runs a small stream. There is a zig-zag bend where it goes under the track. There is a water-level sluice near this bend, which we had to have moved and rebuilt, to prevent otter deaths. The proposed new lay-out in this area will make this proven improvement irrelevant.</p> <p>Although it is a small stream, and appears to have been considered just a ditch in the environmental assessments of the site, which do not mention otters, it is a very significant otter highway, and habitat link. It connects eastwards to the Donniford Brook, a noted otter stream which itself connects through to the Back Stream and the river Tone. Westwards it links via Outmoor and Fursey Ground wet woods to the river Washford. The other side of the A39 it empties into the main stream, and not far up that stream are the breeding holts at Orchard Wyndham and others a bit farther up at Nettlecombe. It is a very significant "Otter Crossroads."</p> <p>Luckily, where it meets the A39 it flows between steep banks. The sluice was realigned so as to keep the otters down in the stream-bed. Previously, to pass the sluice, they had to come out onto the lane, and once out, they did not bother to climb back down, but took the easy and inviting short-cut along the lane at road level, and went straight across. But now that they remain in the stream-bed, the steep walls guide them safely under the road bridge.</p> <p>Your plans show two ponds. The otters will naturally investigate these as they pass. They will then be out of the stream-bed, and on the same level as the road. As they leave the smaller pond to head towards the main stream they will have in front of them your level and inviting new entrance, with the existing field gate opposite. They will cross the road rather than going back down the walled bank to get under the bridge.</p> <p>The legislation which gives this rare and vulnerable animal such strong protection lays a duty of care on anybody undertaking works near water. It behoves them to consider the possibility of possible dangers to the species, and to observe precautions. The proposals for this car-park do not consider this species at all, so are already inadequate in one respect. But as Mamsey Bridge is known to be a significant site, special consideration will have to be given to this waterway. (personal details removed) August 2010"</p>	89115-904-1996	/			

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	A 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. Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89398-904-8033	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A 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. Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89405-904-9033	/			
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.	89429-904-14697	/			
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.	89429-904-14787			/	

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>Despite the lack to date of evidence of significant ecological receptors on site, the landscape and ecological plans should aim to maintain and enhance the local environment. Where appropriate the local ecological (green infrastructure) context should inform the proposals on site. There are opportunities to provide an ecological benefit as a lasting legacy from the scheme. Given the current low level of ecological interest on site, even minor improvements will be locally significant. However, at present there is uncertainty relating to the legacy elements being incorporated into the design process.</p> <p>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. In terms of the details provided: 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. The location of this small balancing pond should be reconsidered. The concept of a temporary balancing pond that will not be colonised by aquatic life appears misplaced. As part of the legacy discussions the larger balancing pond should be designed to be retained.</p>	89405-895-11598			/	

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	22. Williton Several protected species occur within the vicinity of the Williton Search Areas and it would be advisable for surveys to be conducted to gauge the impacts upon these species of developing WIL-A and/or WIL-B. The reported record of Red Squirrel within 10km of Williton is questioned.	87980-905-3915			/	The proposed location for the Williton Park and Ride facility was changed following the Stage 1 and Stage 2 consultation events and was presented at the Stage 2 update consultation. Specific concerns raised by consultees during the Stage 1 and Stage 2 consultations associated with the development of the site previously proposed are therefore not addressed in any further detail. Proposals for monitoring the impacts of the proposed development are set out in the outline ecological mitigation and habitat management plan for the site, which is included with the Chapter 14 of Volume 10 Environmental Statement .
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 monitoring required for this site is limited to 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. Depending on design for balancing ponds, amphibian monitoring during migration to and from ponds may be required to assess mortality effects, dependent on survey results.	89405-905-15511			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- Commitment to monitoring has not been incorporated into the assessment.	89429-905-15051	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 893	Public	Stage 2	(In relation to 8) Washford is a split village this will make it even worse. I live in Washford. In the last 12 years traffic has change greater than anyone could have thought. i cannot cross the road, which I have to, to catch a bus. I then have to walk around the sharp Washford Corner, with uncut hedges, no paths. I use the bus frequently, our neighbours have had to move because his wife had MS and would not be able to cross the main road either by walking or when using a mobility scooter.	9651-837-3051			/	<p>Consultees comments from Stage 1 Consultation reflect concerns about a prospective accommodation campus in Williton, which was dropped by EDF Energy following Stage 1 Consultation.</p> <p>Consultee comments from Stage 2 Consultation reflect concerns about the use of a greenfield site to the west of Williton for Park and Ride facilities. These proposals were changed later by EDF Energy to use the existing lorry park site near Washford Cross instead.</p>
Tractivity 935	Public	Stage 2	8. Any other ideas or comments? The route for buses through Stringston and Stogursey is unacceptable. These roads often have large, slow moving farm vehicles on them and in places only wide enough for single file. there will also be a lot of noise for local residents early in the morning when the buses are arriving for the early shift.	9693-837-4640			/	<p>Consultees expressed concerns about the coverage of the baseline analysis, specifically with regards to seasonal changes in the baseline traffic associated with tourism and agriculture.</p>
Tractivity 980	Public	Stage 2	8. Any other ideas or comments? Have you tried to drive a car through Williton in the peak holiday period?	9738-837-6081			/	<p>It was agreed with the relevant authorities 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 factors such as journey times and queues at junctions.</p>
Tractivity 1041	Public	Stage 2	8. Any other ideas or comments? Williton has small roads - this will just cause traffic chaos.	9799-837-4084			/	<p>Williton falls outside the model coverage and therefore stand-alone modelling of the key junction in Williton was undertaken utilising a methodology agreed with the authorities.</p>
Tractivity 1089	Public	Stage 2	8. Any other ideas or comments? There is already too much traffic on that road.	9847-837-4314			/	<p>Traffic flow data (automatic traffic count data) for April, August and October was reviewed for the key links to determine if there is any seasonal variation in the baseline traffic flows. The analysis indicated that the A39 between Williton and Bridgwater does experience seasonal variation in traffic flows, particularly westbound in the midday period. This is attributed to the tourist traffic generated by Butlins in Minehead and other tourist destinations in the area. Further details of this traffic analysis and its application are</p>
Tractivity 1124	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? Having worked in Williton I know the road is very busy, lacking in passing places, subject to flooding, it takes 1 accident to close the road, resulting in gridlock for miles around	9882-837-4575			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1148	Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>This is a crazy idea.</p> <p>To have a bus ferry system based on the west side of Williton is un believable. Buses will have to negotiate the centre of Williton where a left hand turn causes awful problems at the best of times. Th e A39 is very heavily used by articulated lorries which often run off the road or jam with another lorry, causing traffic chaos.</p> <p>Put 50/60 buses using this same road along with all the other vehicles and nothing will move any way.</p> <p>As for the route planned going through Kilve,Stringston,Stogursey and out to Clayland Corner I am almost speachless that any one in their right mind could ever contemplate this route. The road is virtually impassable in places for two medium lorries to pass. If lorries do try to pass one usually ends up in the ditch which blocks the road for some time whilst recovery takes place. The village of Stogursey has a school and a great problem with on road parking. The twisty road beyond Stogur</p>	9906-837-4795		/		<p>contained in the Transport Assessment.</p> <p>Consultees also raised concerns about the existing highway safety within the vicinity of Williton.</p> <p>Personal injury accident (PIA) analysis was undertaken for the vicinity of the Stage 2 preferred location on the A39 Priest Street 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. A review of rural accident clusters within the study area indicated nine incidents occurred within the study period in Williton on the A39 within the vicinity of Fore Street. Two of these incidents occurred along sections of highway which would form part of the proposed development bus route, both of which were classified as 'slight'. This additional analysis demonstrates that the study area continues to be without inherent safety issues.</p>
Tractivity 1156	Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>The location of the Williton site would mean that Traffic from the A358 (Taunton) will have to pass through the town to reach it. Traffic in Williton is already very bad and this will make things worse. How will the travel plan ensure that workers do not drive from Taunton, through the Quantock Hills AONB, to the Cannington park and ride?</p>	9914-837-4961	/			
Tractivity 1167	Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>See above comments (7)</p>	9925-837-4671			/	
Tractivity 1168	Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>We believe the suggestion is to use the narrow lanes around Stogursey. These are country lanes and are not suitable for park and ride buses or high volumes of traffic. this needs to be thought through.</p>	9926-837-3839	/			
Tractivity 1170	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>8. Any other ideas or comments?</p> <p>I hear it is going to be sited next to an old peoples home. Would you like to spend your last days next to it? The route you are proposing is not good there are many tractors and trailers that use i. there acan often be geese in the road. I often have difficulty in a car going through Stogursey. There are many lorries that get stuck by Shurton Bridge. The roads flood and are totally unpassable. Where are hounds being exercised as well as racehorses early in the morning, the A39 etc would be a lot quicker.</p>	9928-837-4361	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1218	Public	Stage 2	8. Any other ideas or comments? Provided the buses use the main A39 to Cannington and NOT through Stringston and Stogursey and out to the Clayland Corner junction, which is very DANGEROUS. These lanes are already Struggling with the amount of traffic travelling today any more would be disastrous	9976-837-5163	/			
Tractivity 1219	Public	Stage 2	8. Any other ideas or comments? The A39 route from Williton to Cannington is busy enough and in some areas too narrow for larger vehicles and buses to pass without having to actually stop. A further burden of coaches would make this situation worse. It is dangerous road anyway with many impatient drivers taking risks.	9977-837-4058	/			
Tractivity 300	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The impact of so much additional traffic on the already very busy access thru Williton on the A39 is not acceptable. I believe ideally all accommodation should be at or near the site. This area around Williton has already been zoned as a red road area. Due to the heavy number of accidents lets not compound this problem.	8988-837-2421	/			
Tractivity 322	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The idea of campus accomodation in Williton is crazy. The local roads just can not cope with any extra traffic. There seems to be an accident almost weekly and roads are then often closed by the police for 5-6 hours. The A39 Williton to Cannington is one of the most dangerous in SOMerset and Can not cope at present. It is also craxy to consider a site in Williton aojacent to a care home and hospital or on an area which has some flooding.	9010-837-2552	/			
Tractivity 331	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. Williton is the hub of traffic for West Somerset with the A358/A39 meeting here. The roads are virtually at capacity use already and other proposals by County include further housing apart from EDF proposals thus further loading the existing infrastructure. Additional roads/car parking etc would considerably increase the possibility of flooding. The area is only just above sea level and the flats area toward Donniford Bay are already liable to flood.	9019-837-2262	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 445	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? Williton site UNSUITABLE because there already DEATHS and serious accidents on the main roads and any extra traffic-park & ride would make this very much worse. See the POLICE RECORDS- SEVERAL DEATHS BEFORE CHRISTMAS!	9124-837-2446	/			
Tractivity 469	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 the purpose of putting park and ride facilities in Williton is to capture traffic from the west, then the car park should be situated even further west at Minehead to prevent traffic even getting close to Williton which is already extremely hazardous being the junction of the A39 & A358, two of the most dangerous and accident-prone roads in the region. An alternative site would be the old lorry-park near 'Tropiquaria' at Washford.	9145-837-3132	/			
Tractivity 530	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 listen to what you are being advised by the local people. In ten years time you do not want to hold your hands up and agree, that you have been guilty of ruining an area of tranquillity and natural beauty. The area is totally unsuitable for any new development outside of the building line. The A39 and A358 roads that feed Williton are extremely dangerous at all times of the year. The Butlins and holiday traffic in summer months cause ever increasing problems. Exmoor and the surrounding areas are meant for tourists and locals to enjoy to the full. To my mind, to blight such an area of outstanding natural beauty would be more than a criminal act. The centre of Williton is always a bottle neck, just to witness the huge lorries coming from Watchet papermill negotiating the mini roundabout from the Minehead road to go round to the Brudgwater road is nerve-racking, it never gets any better. If a park and ride facility is allowed to be built in Williton it still has to facilitate the hundreds of	9361-837-3523	/			
Tractivity 540	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. I cannot see any long term benefits for Williton- a new care home is due to be built, planning has just been obtained. Use of owner-occupied, guest houses etc would affect the tourism trade in the area. The A39 is heavily congested more so in the summer months it is very neglected and has many accidents leading to road closures.	9209-837-2568	/			
Tractivity 62216	Public	Stage 1	The A39 is a dangerous road with an increased risk of accidents and slow driving which already takes farm vehicles, large lorries for retail and papermill deliveries and delivery of static caravans etc.	9432-837-1251			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62390	Public	Stage 2	We feel the lanes and roads around the site are not at all suitable for the volume and size of vehicles that will be travelling there during the construction period. Even now, particularly when traffic is diverted off the A39, as it is in the case of accidents, travelling along the lanes can be difficult and sometimes dangerous.	10051-837-420			/	
Tractivity 62456	Public	Stage 2	8. Any other ideas or comments? The road from Williton to Hinkley is totally unsuitable for extra traffic especially Sturgiston Road and through Burton and Shurton. Shurton should be avoided at all costs from Williton and also Stogursey.	10080-837-3930	/			
Tractivity 62670	Public	Stage 2	I hope you have taken into account the width of the A39, even we the residence have trouble using it with all the delivery lorries, caravans etc going to Minehead.	10179-837-551	/			
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.	89402-837-198	/			

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	Local Authority	Stage 1	-Lack of a justification for a 200 bed campus or 350 space park and ride site at Williton particularly in terms of the transport and traffic management benefits of this location compared to other locations nearer to the strategic road network;	88790-845-24052			/	Consultees requested further detail on the rationale for the site selection and the scale of the Williton park and ride facility (the proposed development). A number of comments, particularly from people living in the vicinity, raised concerns about the traffic impacts of a park and ride facility on the local road network, and also questioned whether there would be sufficient demand for a facility of the size proposed by EDF Energy in the Stage 1 consultation.
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	- Lack of a justification for a campus or park and ride site at Williton particularly in terms of the transport and traffic management benefits of this location compared to other locations nearer to the strategic road network;	88890-845-26356			/	A gravity model was used to analyse the main construction phase workforce catchment area to provide an estimated distribution of potential home-based and non-home-based workers within the identified area. The catchment area was sub-divided into four regions, each being served by a park and ride (P&R) facility strategically located to intercept employees travelling by road.
Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	EDF failed to consider impact at Cannington, Williton and J23/24 M5 NDR also	88900-845-8332	/			At Stage 1 two sites in Williton were identified as being potentially suitable locations for the accommodation of a P&R facility to accommodate up to 350 cars; Willington-A and Willington-B. At this stage EDF Energy had no preference between the two locations and the conclusions of the environmental assessments and feedback received during the Stage 1 consultation would inform the preferred proposal.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.46. WIL-A & B Search Areas (Figure 4.18 and 4.19) - It is assumed that the sites are located west/south of Williton to pick up traffic from Minehead and possibly areas around Taunton. This will result in all buses travelling through the narrow streets within Williton, which is likely to create issues through the village and will require assessment and mitigation. Both sites appear to be able to be accessed from the existing highway.	88010-845-4296	/			Following the Stage 1 consultation Willington-A was selected as the preferred location, although the area of the proposed site was significantly smaller than the Stage 1 search area.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.47. Clarification is sought as to whether the 200 residences will also have parking, in addition to the P&R (4.11.1).	88010-845-4742	/			At the Stage 2 consultation, the proposals for the Willington-A site were 310 car parking spaces, 12 minibus spaces, six accessible spaces, ten bus spaces and provision for secure motorcycle and bicycle parking. In addition to this there would be a single storey welfare building and an on-site security office.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.49. It is noted that no transport-related assessment of Williton has been started in the environmental status report (p. 250). SCC is concerned about traffic impacts west of Williton associated with the P&R site. Information should be provided on the bus route proposed from the Williton P&R to the HPC site. Overall, there is no evidence that the proposed P&R strategy locations are optimal (4.11.6. and figure 4.1).	88020-845-0	/			As a direct response to concerns raised at Stage 2 consultation, the location of the P&R was changed from the greenfield site at Mamsey Lane to the existing Smithyard Terminal, known as the Lorry Park, on the B3190 approximately 2km to the east of Williton. At this stage further studies indicated that there would be less demand for the site than originally envisaged and therefore the proposed number of parking spaces was reduced from 328 to 160 in total.
								Consultees requested further clarity on the bus route to be taken from the Williton P&R site to the HPC site. The proposed route would be along the A39 through

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.68. It is noted no transport-related assessment of the Williton proposals has been undertaken as yet, even at a high level (p. 250). This should be undertaken and reported on to identify whether proposals at Williton are feasible in traffic terms.	88030-845-1465	/			Williton, West Quantoxhead and Kilve. The route continues from Kilve Road to Stogursey before continuing on to join the C182 and onto the HPC Development Site. It is not proposed to route via the A39 to Cannington as this route is longer and there are expected to be some workers (e.g. those living in or around Stogursey) who could be picked up en route.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Furthermore, the rationale for a Campus or Park and Ride site at Williton is not presented.	88190-845-3866			/	
Tractivity 729	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am pleased to note that common sense prevailed after initial S.I. Exhibition and that Williton will not be a site for one of your campuses. You listened to our feeling/moans/opinions! Thank you. Now appalled to hear that you now want to turn one of those preferred sites (near Mamsey Hse/Williton) for your benefit into an unwanted park & ride scheme that will be a visual blot on our rural landscape. We do not want it. Williton does not need to become your transit car park!	9487-845-5974	/			
Tractivity 794	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am very concerned that for many of the situations, we seem to be dealing in concepts rather than the detail. Detailed analyses may well result in the need for larger changes, and it would be a pity if this were to subsequently result in delay to the project. Because of my home location, I have focused only on the Williton area, and I am rather worried that there is an inadequate understanding of current local road network conditions, never-mind the implications of the P&R site. As a transport engineer, the lack of detail, or the proper presentation of that detail is a major concern. At least, the unsupportable concept of an accommodation campus at Williton, has been removed.	9552-845-6673			/	
Tractivity 800	Public	Stage 2	8. Any other ideas or comments? speak to local residents for their views	9558-845-4043			/	
Tractivity 808	Public	Stage 2	8. Any other ideas or comments?	9566-845-4723			/	

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			do not beleive any thing that EDF says , i do not beleive this will be removed andc returned back to what the land currently is					
Tractivity 820	Public	Stage 2	8. Any other ideas or comments? Surely a lasting P&R would be better. Where are the long term benefits for the community.	9578-845-4891		/		
Tractivity 821	Public	Stage 2	8. Any other ideas or comments? good for those coming from the west.	9579-845-4573			/	
Tractivity 827	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? Car parking for 310 cars is too many. Cars coming from over the top would have trouble in winter time. People would not travel from long distances. Also I live at (personal details removed) and I am worried about the light and noise at night.	9585-845-3438	/			
Tractivity 836	Public	Stage 2	8. Any other ideas or comments? As long as they use it and not their cars.	9594-845-4182			/	
Tractivity 837	Public	Stage 2	8. Any other ideas or comments? I don't think there will be sufficient demand. The A39 from Minehead is not conducive to more traffic.	9595-845-3664			/	
Tractivity 838	Public	Stage 2	8. Any other ideas or comments? Depends on route buses take from Williton to site. Not through unclassified lanes or Stagursey please - Chaos! Should go on A39 to Cannington and then B182 to site.	9596-845-4520		/		
Tractivity 866	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below The questions do not deal with many of the real issues such as road improvements proposed bus routes from Williton to site, overlap between work starting and completion of the Cannington bypass and I consider the whole paper very vague.	9624-845-6055			/	
Tractivity 912	Public	Stage 2	8. Any other ideas or comments? Very good	9670-845-3470			/	
Tractivity 920	Public	Stage 2	8. Any other ideas or comments? I have made my views on this known by email. To attempt to bring heavy traffic through our ancient, narrow lanes and streets would be severely detrimental to a conservation area.	9678-845-4729			/	

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Tractivity 980	Public	Stage 2	8. Any other ideas or comments? Have you tried to drive a car through Williton in the peak holiday period?	9738-845-6081			/	
Tractivity 984	Public	Stage 2	8. Any other ideas or comments? We understand that buses to and from the facility will not use the A39 to Cannington and on to the ?C? road to Hinkley but travel via the lanes through Stogursey and Shurton. With local parking even two cars cannot always pass in some places without one having to reverse. Any extra traffic will cause utter chaos around the area.	9742-845-4040		/		
Tractivity 1013	Public	Stage 2	8. Any other ideas or comments? Are there really going to be enough workers coming from that side of the A39 to warrant a Park and Ride?	9771-845-5297			/	
Tractivity 1016	Public	Stage 2	8. Any other ideas or comments? The routing of the Williton park and ride buses through Stringston and Stogursey in not acceptable.	9774-845-4111		/		
Tractivity 1052	Public	Stage 2	8. Any other ideas or comments? Road network between Williton and the station is not good enough for buses - numerous residents have had near misses or accidents due to buses on narrow lanes.	9810-845-3919	/			
Tractivity 1062	Public	Stage 2	8. Any other ideas or comments? I assume the buses will pick up and drop off along the route?	9820-845-4246		/		
Tractivity 1068	Public	Stage 2	8. Any other ideas or comments? Why not run a frequent bus service from the local area so no car journies were required. Feeder services can be used to move workers in to and out of the local area easily an dwould support underused curently provided services	9826-845-3550			/	
Tractivity 1071	Public	Stage 2	8. Any other ideas or comments? It would be good if there was some way of leaving a lasting benefit to the community from this facility. Maybe residents of Williton should be polled to seek their opinion as to what use it could be put to.	9829-845-4807		/		
Tractivity 1073	Public	Stage 2	8. Any other ideas or comments? The need for a park and ride facility at Williton is questionable. The number of workers from West Somerset is likely to be low.	9831-845-4627			/	

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Tractivity 1075	Public	Stage 2	8. Any other ideas or comments? As a resident of Williton, I disagree with this proposal. The proposed facility is on a dangerous stretch of the A39, next to a residential care home. Buses will be travelling along an already over-burdened A39 and then along very narrow lanes to Hinkley. I question how many workers will come from the Minehead catchment area. Any workers from further south would surely prefer to travel along the M5 motorway to Bridgwater rather than along the narrow lanes over Exmoor and the Brendon Hills to Williton.	9833-845-3557	/			
Tractivity 1075	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I understand the need for a new nuclear power station and the logic of building it next to an existing power station. However, I am extremely concerned about the effect the construction will have upon the villages and countryside in the immediate vicinity, such as Stogursey, Cannington, etc. I do not understand the logic in proposing a park and ride facility in Williton and am very concerned about the apparent willingness of West Somerset Council and Williton Parish Council to encourage this facility in the hope of gaining benefits for Williton such as a new relief road. The road network around Williton is already overburdened and the lanes between the A39 and Hinkley are simply not suitable for the buses you are proposing.	9833-845-6338	/			
Tractivity 1078	Public	Stage 2	8. Any other ideas or comments? OK, providing the buses do not use the Stogursey lanes and go via the A39 to Cannington and down the road to Hinkley which was specifically built for this purpose.	9836-845-3867		/		
Tractivity 1101	Public	Stage 2	8. Any other ideas or comments? The road network between Minehead and Williton is already unsatisfactory. Any additional traffic on this route be it worker traffic to a Park and Ride or busses to the Park and ride is unacceptable without serious improvements to the two pickpoints at Carhampton and Washford. It seems incredulous that a new by pass is proposed for Cannington, yet the A39 between Minehead and Williton has no improvements proposed.	9859-845-3610	/			
Tractivity 1111	Public	Stage 2	8. Any other ideas or comments? appears logical	9869-845-4231			/	
Tractivity 1126	Public	Stage 2	8. Any other ideas or comments? The local population do not want these buses travelling through the villages and lanes.	9884-845-4237		/		
Tractivity 1127	Public	Stage 2	8. Any other ideas or comments? The roads around Stringston are not suitable for sustained heavy traffic, because of their narrowness.	9885-845-3439		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			1/ either reroute traffic along the A39 to a better access or 2/ widen the road to allow two large vehicles to pass each other easily. (another access point from the A39 may be a shorter length if you consider option 2)					
Tractivity 1137	Public	Stage 2	8. Any other ideas or comments? Greenfield site	9895-845-3713			/	
Tractivity 1141	Public	Stage 2	5. Any other ideas or comments? I understand that one Park and ride will be beside the new care Home in williton which is not fair on the residents. They will not be able to protest on thier own behalf, but others will do it for them.	9899-845-2918	/			
Tractivity 1154	Public	Stage 2	8. Any other ideas or comments? As we live in the small hamlet of Stringston we beleive that you intend to route the buses off the A39 to Stogursey and are not happy about the buses on the small country lanes. We feel that it would be safer to keep the traffic on the A39 to Cannington to join the new road being proposed.	9912-845-3442		/		
Tractivity 1156	Public	Stage 2	8. Any other ideas or comments? The location of the Williton site would mean that Traffic from the A358 (Taunton) will have to pass through the town to reach it. Traffic in Williton is already very bad and this will make things worse. How will the travel plan ensure that workers do not drive from Taunton, through the Quantock Hills AONB, to the Cannington park and ride?	9914-845-4961			/	
Tractivity 1163	Public	Stage 2	8. Any other ideas or comments? At the Edf meeting we were told that they didnt know how many buses would be coming from this facility. If they didnt have an idea on that how would they know how big or if this site was needed at all. CONFIDENCE IN YOUR CHAPS BY THIS TIME WAS DECLINING.	9921-845-4881			/	
Tractivity 1165	Public	Stage 2	8. Any other ideas or comments? not if the proposed route is via minor roads through Stogursey etc (see Q 5)	9923-845-3663		/		
Tractivity 1168	Public	Stage 2	8. Any other ideas or comments? We believe the suggestion is to use the narrow lanes around Stogursey. These are country lanes and are not suitable for park and ride buses or high volumes of traffic. this needs to be thought through.	9926-845-3839		/		
Tractivity	Public	Stage 2	8. Any other ideas or comments?	9951-845-			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
1193			This is a good idea.	3992				
Tractivity 1203	Public	Stage 2	8. Any other ideas or comments? No objections to a parking area at Williton but very strong objections to the route suggested for transfer buses. You must not bring so much extra traffic through our country lanes and through Stogursey. The route used MUST BE the A39, the new Cannington bypass and the Hinkley Road (C182)	9961-845-4347		/		
Tractivity 1210	Public	Stage 2	8. Any other ideas or comments? Traffic chaos in Williton all along the A39	9968-845-3721			/	
Tractivity 1213	Public	Stage 2	8. Any other ideas or comments? Why do you intend to build to BREEMS ?excellent? standard? I question your relationship with Bridgwater College and your intentions and it worries me.	9971-845-5995			/	
Tractivity 1216	Public	Stage 2	8. Any other ideas or comments? Good idea again, provided the buses use a propoer route - A39 - not the lanes. We cannot pass buses with our mower, dung spreaders, tankers, combines, bailers, sprayers to name but a few. Time is important to us all, it would be a nightmare trying to get past.	9974-845-4015		/		
Tractivity 1218	Public	Stage 2	8. Any other ideas or comments? Provided the buses use the main A39 to Cannington and NOT through Stringston and Stogursey and out to the Clayland Corner junction, which is very DANGEROUS. These lanes are already Struggling with the amount of traffic travelling today any more would be disastrous	9976-845-5163		/		
Tractivity 1220	Public	Stage 2	8. Any other ideas or comments? ETC. Any increase of traffic on the motor-slaughter-multi-accident-ridden A39 is nuts.	9978-845-5349			/	
Tractivity 300	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The impact of so much additional traffic on the already very busy access thru Williton on the A39 is not acceptable. I believe ideally all accommodation should be at or near the site. This area around Williton has already been zoned as a red road area. Due to the heavy number of accidents lets not compound this problem.	8988-845-2421			/	
Tractivity 315	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?	9003-845-2903	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			No park and ride should be situated within the village of Williton. Surely that's the point of a park and ride to keep cars well away to avoid noise and tight pollution a park and ride should be situated east of Williton on the A39.					
Tractivity 316	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 the Williton sites are used how close to the boundaries will the development be? Exactly what developments are envisaged? What amenities will be provided on site for the workers?	9004-845-2395			/	
Tractivity 344	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? we do not need a park and ride facility in Williton	9032-845-2566		/		
Tractivity 382	Public	Stage 1	4. Any other ideas or comments? The Williton east site is not suitable as the proposed access is on a hill and on to the wrong road, A358. This would mean traffic either having to go down Tower Hill and through Williton before reaching A39, or going over the Quantock Hills via unsuitable village lanes. If park & ride has to be situated here, then access should be to the north, directly onto A39, avoiding Williton itself. Park & ride will increase traffic along A39 from Minehead to Williton. This is an already busy road, subject to delays at pinch points & frequent accidents. A39 Williton to Bridgwater again is very busy with many large lorries, frequent accidents and subsequent road closures. Accommodation: Williton is not the right area, as it is too far away from Hinkley Point, along dangerous, already congested roads. The Williton east site is visible from the Quantock Hills and several other directions; it is crossed by well used Public footpaths and floods each	9347-845-906	/			
Tractivity 428	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? Not Williton	9109-845-2626		/		
Tractivity 434	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? There is no demand for park and ride facilities in Williton. In general we feel that park and ride sites should be close to the motorway in order to minimise the additional traffic on local roads.	9113-845-3036		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 453	Public	Stage 1	5. Please give reasons for your preference Work force RE - Williton. If I lived in area I would have accomodation. If I lived in Barnstaple I would not go via Williton. The same could be said for North Devon. I would use the through roads. I fail to see the logic of your Williton site.	9131-845-1179			/	
Tractivity 454	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? It may benefit if cutting down traffic flow.	9355-845-4096			/	
Tractivity 469	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 the purpose of putting park and ride facilities in Williton is to capture traffic from the west, then the car park should be situated even further west at Minehead to prevent traffic even getting close to Williton which is already extremely hazardous being the junction of the A39 & A358, two of the most dangerous and accident-prone roads in the region. An alternative site would be the old lorry-park near 'Tropiquaria' at Washford.	9145-845-3132	/			
Tractivity 478	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? I am against the construction of a park and ride car park in Williton. There is no future legacy for a car park or large area of tarmac for our village. If permanent workers re-locate to West Somerset (I hope they do) then local public transport should be improved to pick up rural routes.	9154-845-2734		/		
Tractivity 507	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? 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? Neither site will benefit Williton neither during construction nor after it is complete.	9359-845-2761		/		
Tractivity 530	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? Absolutely not. Monitor the amount of people who catch the bus from Williton daily and you will see park and ride is no use to this village.	9361-845-2430			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 574	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? Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? The people of Williton must choose.	9243-845-3416		/		
Tractivity 62127	Public	Stage 1	Due to the volume of traffic that would be created, we object to the proposed sites at Williton. Further, we strongly object to the use of the suggested site east of Williton as it is a most attractive area much used by walkers and dog walkers.	9414-845-62	/			
Tractivity 62293	Public	Stage 2	(Editor's note: report of enquiry) Enquired about A39 Washford traffic flows at Williton exhibition.	9987-845-0			/	
Tractivity 62326	Public	Stage 2	Just spoken to (personal details removed). He has suggested: Park and Ride in Williton should be near Williton Tran Station (personal details removed) is nearby landowner who would sell land) rather than near Mamsey House.	10010-845-371		/		
Tractivity 62332	Public	Stage 2	1) Could you please clarify the exact 'preferred route' the workers' buses would take from the proposed Williton Park-and-Ride to the site? The route in your Travel Strategy is not clear - the lane from the A39 does not go straight to the C182 - it turns right at a T-junction and travels through the Conservation area of the village of Stogursey. past the Primary School and down an already congested road, through narrow lanes to the dangerous junction at Claylands Corner, or turns left through the hamlets of Burton and Shurton through very narrow lanes where two vehicles cannot pass each other in places. Which direction is your 'preferred route' ?	10014-845-159			/	
Tractivity 62347	Dual - Consultee with an Interest in Land and Public	Stage 2	Having attended your consultation meeting at Danesfield School, Williton on 17th July 2010 I would like to comment on the proposed park and ride facility on the A39 adjacent to Mamsey House Nursing home in Williton. We were informed by your "(personal details removed)" (who disappointed me by being unable to provide a map of the roads or conurbations to the west of Williton and therefore I was unable to illustrate the points I wanted to make) that each of the 310 cars would contain 1.6 workers and it was expected 500 plus would use the facility each day. He also expected the majority to come from Barnstaple / Tiverton. It is unrealistic to expect these workers not to use the link road from Barnstaple to Tiverton to join the motorway rather than use B roads across Exmoor encountering hazardous weather in the winter and tourists in the summer. Has your (personal details removed) actually driven these roads? Therefore where are the expected 500 plus workers to come from?	10026-845-0	/			
Tractivity 62357	Public	Stage 2	The residents of Stogursey and Stringston need to know the projected volume of traffic through these villages please will you tell us? How many	10032-845-183	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			<p>traffic movements should we expect in a 24hr period?</p> <p>Have you considered the implications of this volume of traffic on very narrow lanes, which are single track in places, used by;</p> <ul style="list-style-type: none"> - Local drivers? - Agricultural vehicles? - Horse riders? - Cyclists? - Farm animal movements? <p>Please give some thought to the fact that there are very few passing places on these lanes and the potential for a complete impasse when a procession of your cars and buses meet;</p> <ul style="list-style-type: none"> - A local bus - A tractor and trailer - A herd of cows - A flock of sheep <p>This represents a real danger for residents and is a recipe for chaos I think you will agree. I know this is unlikely at 11pm but by 6am rural traffic is on the move and by midday you can add pedestrians to the mix.</p> <p>Have you considered the impact of this increased traffic on the surface of the lanes? Minor roads are resurfaced infrequently because of the low level of vehicles using them. A large increase in traffic will degrade lanes which are already in a fragile state with pot-holes and disintegrating margins. Will EDF be contributing to the resurfacing of these lanes? Taking ail this into account it is obvious that a large increase in vehicle movements through these villages will contribute not only to disturbance but also to increased damage to roads and a greater risk of accidents.</p>					
Tractivity 62357	Public	Stage 2	In conclusion, taking the traffic along the A39 to Cannington on what is a major road already equipped for heavy traffic and on to the purpose built road for Hinkley Point would be the most apparent safe choice which would be better for drivers, quicker and more trouble free.	10032-845-1675		/		
Tractivity 62508	Public	Stage 2	<p>It is difficult to comment at this stage regarding the strategy for workers transport using the A39 between Williton and the construction site, because of the lack of specific information.</p> <p>The current proposal, to use minor roads and lanes, is contrary to the options submitted in the first stage consultation.</p>	10098-845-14197			/	
Sedgemoor District Council and West Somerset Council Joint Council	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Authorities position May 2010:</p> <p>Requested a road safety audit for Park and Ride sites</p> <p>Update August 2010:</p> <p>The Transport Appraisal gives some selective accident data but no assessment of impact of development has been provided.</p>	89328-845-1702	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Response								
Williton Parish Council	statutory consultee	Stage 2 Update	<ul style="list-style-type: none"> - The pickup point in Williton needed to be clarified - Would there be provision for local pick up points where there were large groups of workers eg caravan park, so that workers would not need to use the park and ride facilities. - Have EDF entered into any agreement with the District Council regarding the legacy of the park and ride car park 	89759-845-593			/	

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	8. Any other ideas or comments? What about holiday traffic	9644-840-4092	/			<p>Consultees requested an assessment of the cumulative impacts of other developments and the HPC Project.</p> <p>'Reference Case' (future year base) traffic models were utilised to establish 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 that is appended to the Transport Assessment.</p> <p>The with-development transport models contain the traffic generated by the various stage of construction of the HPC site and associated development are detailed in the Development Consent Order application. This has enabled a full assessment of the cumulative effects of the HPC Project</p>
Tractivity 893	Public	Stage 2	8. Any other ideas or comments? One day there will be a major accident. Children have to cross this main road with no crossing facilities. There will be tremendous problems when additional cars are on this strip of the A39. Please do not tell me that the road is quiet in winter, Butlins, supermarket traffic, large mobile homes, it never stops. There should be a bypass through Washford.	9651-840-3921	/			
Tractivity 942	Public	Stage 2	8. Any other ideas or comments? My comments are as question 7 as ALL traffic starting from Williton will pass through Cannington.	9700-840-4576			/	
Tractivity 528	Public	Stage 1	I can see no possible reason why a hostel and park and ride should be at Williton. Firstly it is a long way from the site. The A39 road has been neglected for decades and is already heavily congested and overloaded and your park and ride proposal will only worsen the situation.	9199-840-1031	/			
RAC Foundation	Non-Statutory Consultee	Stage 2	The starting point must be users' experience that the route is already often inadequate for the traffic flows it has to carry. On both main roads the traffic pattern tends too often to be one of gaps between slow vehicles (HGVs in particular) or slow drivers leading unacceptably long queues. These contribute to unpredictable, often slow journey times. This is not just a peak hour problem. Hence the extra traffic from Hinkley Point C cannot be accommodated by means of shift patterns. 4.2.1 Other local Government decisions & new developments are putting extra traffic onto the A39 west of Williton. Three such sources are the new Morrison's store at Minehead and the closure of the Minehead driving test centre & the magistrates' court. There have been no counterbalancing improvements.	10267-840-6147			/	
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.	89402-840-6315	/			

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Stogursey Parish Council	Statutory Consultee	Stage 2	[Figure 3.3] This does not show the local roads - including the bus route from Williton currently proposed by EDF. Will EDF re-issue this diagram with all relevant roads marked?	89289-844-7931	/			<p>Consultees expressed concerns about the lack of visual representation of the proposed route from Williton park and ride facility to proposed new power station at Hinkley Point C (HPC) during the Stage 1 consultation.</p> <p>The Transport Appraisal illustrated the proposed bus routes for the four park and ride facilities presented during the Stage 2 consultation.</p>

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Sampford Brett Parish Council	Statutory Consultee	Stage 1	the consultation document the stated strategy is to minimise the distances needed to travel. This seems to argue against siting workers in Williton, some 15 miles and 40 minutes travelling time, from the construction site.	8719-839-1040			/	Consultees' comments from Stage 1 Consultation reflect concerns about a prospective accommodation campus in Williton, which was dropped by EDF Energy following Stage 1 Consultation.
Sampford Brett Parish Council	Statutory Consultee	Stage 1	An increase in traffic on the already busy A39 AND a358.	8719-839-1588			/	Consultee comments from Stage 2 Consultation reflect concerns about the use of a greenfield site to the west of Williton for Park and Ride facilities. These proposals were changed later by EDF Energy to use the existing lorry park site near Washford Cross instead.
Sampford Brett Parish Council	Statutory Consultee	Stage 1	The settlement would increase still further congestion in the village of Williton. Given the lack of suitable social opportunities offered by Williton, but available in Taunton and Bridgwater, there will inevitably be more traffic on the two main roads. Site 'Wil NB' is entirely in the parish of Sampford Brett, a village designated in the Local Development Plan as one not allowing any further building due to its lack of infrastructure. TRAFFIC The A39 is unsuitable for carrying the additional traffic associated with the construction. There is no alternative route for large vehicles. The A358 has two low bridges and all substantial vehicle movements will be along the A39. any accident on the A39 will bring serious disruption to the area. This is the main holiday route into West Somerset, including the Butlins holiday complex. Any road closure would have a serious effect on the tourist industry as well as local traffic and, of course, on the very workers travelling to and from Hinkley Point. We consider a Park and Ride facility to be inappropriate for this area.	8719-839-1645	/			Consultees raised concerns about the safe and efficient operation of the highway network and the impacts that the proposed development would have upon the surrounding area, particularly during peak hours. At the Stage 2 consultation, the traffic impacts of the Williton site were assessed as part of the Transport Appraisal. The effects of the proposed development on the key links within the highway network were considered for the peak construction period of 2016 and the results indicated that Hinkley Point C (HPC) peak construction would not have a material effect on the key junctions in Williton. Therefore, it was concluded that measures were not required to mitigate any transport effects of the proposed development however some mitigation measures would be introduced as a result of the HPC Development overall.
Sampford Brett Parish Council	Statutory Consultee	Stage 1	Williton is already congested, any additional traffic can only make the situation worse.	8719-839-2994	/			Following the relocation of the proposed development from the Williton site to the Smithyard Terminal site the impacts were re-assessed and formed part of the traffic analysis contained within the Transport Assessment. At the Stage 2 consultation the environmental effects of the traffic associated with the HPC Project within the vicinity of the proposed development were assessed as part of the Environmental Appraisal and based upon the findings of the Transport Appraisal. The assessment was based on the WIL-A site location. It was considered that overall there would have been a negligible impact on severance, driver and pedestrian delay and accidents and safety on the local highway network close to the proposed development.
West Somerset Council	Local Authority	Stage 1	-WSC has a significant concern about the scale and potential impacts of EDF's worker accommodation and park and ride facility at Williton. The Council consider that the proposals are not commensurate with the size and accessibility of Williton and appropriate in terms of the character and physical identity of this rural settlement. There appears to be no transport justification for the current proposals at Williton and there is the potential for significant traffic impacts within the village and the surrounding highway network that should be examined. EDF are also advised to consider other options on brownfield land for associated development.	88780-839-2816	/			The assessment was based on the WIL-A site location. It was considered that overall there would have been a negligible impact on severance, driver and pedestrian delay and accidents and safety on the local highway network close to the proposed development. The environment effects have been re-assessed for the Smithyard Terminal and are detailed in the Williton Park & Ride Environmental Statement (transport
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.46. WIL-A & B Search Areas (Figure 4.18 and 4.19) - It is assumed that the sites are located west/south of Williton to pick up traffic from Minehead and possibly areas around Taunton. This will result in all buses travelling through the narrow streets within Williton, which is likely to create issues through the village and will require assessment and mitigation. Both sites appear to be able to be accessed from the existing highway.	88010-839-4296	/			

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	SCC is concerned about traffic impacts west of Williton associated with the P&R site.	88020-839-129	/			chapter). Consultees expressed concerns about the size of the proposed development and requested further information with regards to the expected demand. Following the Stage 2 consultation a review of the peak construction workforce profile combined with revised estimations of where the workforce would live indicated that the demand at the proposed development would not be as great as previously envisaged; hence the number of spaces was reduced from 328 to 160. Parking space numbers would be constrained to encourage car sharing at the proposed development.
Williton Parish Council	Statutory Consultee	Stage 1	In addition we would like you to take the following comments into consideration. - Concern regarding the exit route from the Tower Hill site. - Traffic issues surrounding Egremont Corner - Concern of A39 and the need for significant improvements	8748-839-1843	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	b) The rationale for a Campus or Park and Ride site at Williton is also not presented and therefore it is also unclear what are the transport and traffic management benefits of this location compared to other locations nearer to the strategic road network;	88060-839-3502	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The rationale for providing a Park & Ride facility and residential campus at Williton is understood to be: - A Park and Ride at Williton will capture construction workers travelling from the west, minimising the number of vehicle movements along the road network to the Hinkley Point C site, although there remain questions regarding the large capacity of the Park & Ride facility; - New development will contribute to the provision of services, employment opportunities, infrastructure and transport in and around the town; - The areas of land have potential to accommodate development in locations that promote greater self-containment of the settlement.	88460-839-2751	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- A Park and Ride to the west would reduce the number of vehicle movements associated with the construction work through the centre of the village;	88460-839-3919	/			

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	- West Somerset Council is firmly of the view that any development taking place in Williton has a long term, sustainable (i.e. carbon neutral) legacy and is placed in a location that will allow suitable separation between existing development whilst allowing successful long term integration with the town. Development needs to be located where it can deliver long term benefits to the town whilst being positioned to minimise the traffic implications in the immediate vicinity of the site and on the local traffic network. With this in mind the suitability of search area WIL-B with its access onto the A358 is questioned given the majority of the traffic (both from a residential campus and from workers living further from the site from Williton); is expected to use the A39 to travel to and from Hinkley Point.	88470-839-0	/			
RAC Foundation	Non-Statutory Consultee	Stage 1	3.4 Both search sites at Williton would generate extra traffic on the A39 between there and Hinkley C and also through the existing bottleneck at the mini-roundabout at the junction in the centre of the village between the A39 and the A358. EDF Energy might evaluate earlier proposals by local businesspeople and landowners for new developments including diverting the A39 within the village to the existing junction of the B3191 with the A39 Long Street and how these might fit in with off-site development of Area WIL-A on Figure 10.18.	8776-839-6097	/			
Tractivity 681	Public	Stage 2	8. Any other ideas or comments? The road infrastructure will not cope with buses along the A39 from Williton to the site - nor will the centre of Williton be able to cope with more buses going through it. There are jams now on Butlins ?changeover? days and any day of the week it can take ages to cross from one side of Long Street (A39) to the other. The A39 from Williton to Bridgwater is narrow and winding - traffic is already slow moving due to the numbers of lorries using it. We have been trying for over 10 years for a bypass to remove traffic from the centre of Williton and this will just increase it. Why are you determined to ruin this village? And I do not believe that all the concrete etc will be removed at the end.	9441-839-3864			/	
Tractivity 681	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Naturally being a Williton resident I am pleased and relieved that there will be no hostel in Williton. However, I think the proposed park and ride will be detrimental to the area due to excessive traffic, noise and pollution. The infrastructure will not be able to cope with all the bus journeys? especially the centre of Williton. If it must be here can it be sited to the east of Williton to cut down on the number of buses going through the centre of the village. The proposal of bringing in a lot of the freight by sea is a good one. I also applaud your proposal of siting the hostels within or near the site - shame you did not think to this at the beginning. I do not agree with using bed and breakfast or existing caravans sites within West Somerset for temporary accommodation - this will ruin the tourist trade for this area.	9441-839-6852			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 729	Public	Stage 2	8. Any other ideas or comments? Does not help Williton villagers who already have limited parking facilities only EDF's plans to ?bus? their workers to Hinkley!	9487-839-3440			/	
Tractivity 739	Public	Stage 2	8. Any other ideas or comments? It will cause too much congestion through the village on Butlins changeover days and peak holiday periods. Use the disused lorry park on the B3190, put a roundabout in at Washford Goss and a lot of the traffic problems would be solved. Plus it would earn you a lot of Brownie points locally. Why use greenfield sites when there is a brownfield site ready to use?	9497-839-3530	/			
Tractivity 752	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below Too big a park & ride for small village. Plus lights and noise	9510-839-5955	/			
Tractivity 762	Public	Stage 2	8. Any other ideas or comments? My main concern is the junction the A39 and B3190 by Tropiquaria with the added traffic on the way to the park and ride. Many accidents occur here now. Also Monday Fridays are ?change over days? for Butlins at Minehead, which is a very busy time. Traffic will build up more on these days.	9520-839-3437	/			
Tractivity 784	Public	Stage 2	8. Any other ideas or comments? No park and ride	9542-839-4215	/			
Tractivity 824	Public	Stage 2	8. Any other ideas or comments? You do realise this will be at the rear and on top of a new housing development that is very nice and also Williton Hospital. So all of these workers will come from Minehead area? NO. What will happen is they will come from the Tauntonm area drive through Williton and back out in coaches. Nice at 5 o'clock in the morning and again at midnight past all the houses in the village. There is a disused landfill outside of Williton. Why not there? We don't want a park and ride. The noise factor will be great at all hours (Right on top of Mamsey Care Home for the elderly)	9582-839-4074	/			
Tractivity 838	Public	Stage 2	8. Any other ideas or comments? Depends on route buses take from Williton to site. Not through unclassified lanes or Stagursey please - Chaos! Should go on A39 to Cannington and then B182 to site.	9596-839-4520			/	

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Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	5. Any other ideas or comments? A park and ride in Williton will cause too much traffic on our already crowded lanes. Power station staff go too fast should be fined and monitored all the time. We have a lot of local riders and dog walkers on our lanes. Very unsafe.	9604-839-2708			/	
Tractivity 852	Public	Stage 2	4. Any other ideas or comments? EDF intend to put a park and ride to the West of Williton. This will cause problems because: A) West of Williton - Minehead, Perlock, is mainly populated by retired people and has few potential workers for Hinkley Point. B) Bridgwater Park and Ride will, on its proposed site South of Bridgwater, cause problems getting through Bridgwater - the road into Bridgwater from the South is generally congested already during rushhours. C) Taunton, because of its size will have a larger workforce than Williton. D) Taunton workers will therefore use the A358 to get to Hinkley Point, avoiding grid locked Bridgwater. E)This means that they will drive down Tower Hill in Williton and turn left at Bellamy?s Corner to get to the park and ride - they will then board buses and return back through Williton, causing double transits of all workers. ...See final comment	9610-839-1486	/			
Tractivity 868	Public	Stage 2	8. Any other ideas or comments? How will EDF ensure bus companies will not take short cuts through Stringston Burton and Shurton already busy with local and farm traffic on these narrow roads.	9626-839-3900	/			
Tractivity 877	Public	Stage 2	8. Any other ideas or comments? Problem with traffic turning right to site from Williton and turning right from site towards Minehead.	9635-839-3971	/			
Tractivity 881	Public	Stage 2	8. Any other ideas or comments? Same comments as q 7	9639-839-4463	/			
Tractivity 893	Public	Stage 2	(In relation to 8) Washford is a split village this will make it even worse. I live in Washford. In the last 12 years traffic has change greater than anyone could have thought. i cannot cross the road, which I have to, to catch a bus. I then have to walk around the sharp Washford Corner, with uncut hedges, no paths. I use the bus frequently, our neighbours have had to move because his wife had MS and would not be able to cross the main road either by walking or when using a mobility scooter.	9651-839-3051			/	

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Tractivity 920	Public	Stage 2	8. Any other ideas or comments? I have made my views on this known by email. To attempt to bring heavy traffic through our ancient, narrow lanes and streets would be severely detrimental to a conservation area.	9678-839-4729			/	
Tractivity 934	Public	Stage 2	8. Any other ideas or comments? The route for the buses - eg through Stogursey and Stringsten is completely unacceptable. They should stick to the A roads wherever possible. These roads are often one track and farm vehicles use them regularly. The villages and hamlets are not configured to take heavy vehicles such as buses.	9692-839-4351		/		
Tractivity 935	Public	Stage 2	8. Any other ideas or comments? The route for buses through Stringston and Stogursey is unacceptable. These roads often have large, slow moving farm vehicles on them and in places only wide enough for single file. there will also be a lot of noise for local residents early in the morning when the buses are arriving for the early shift.	9693-839-4640			/	
Tractivity 945	Public	Stage 2	8. Any other ideas or comments? See above	9703-839-3945			/	
Tractivity 1027	Public	Stage 2	8. Any other ideas or comments? i dont know this area but if you have decided to put it in another lovely quiet peaceful village then my views are as about - stupid idea!	9785-839-4144			/	
Tractivity 1041	Public	Stage 2	8. Any other ideas or comments? Williton has small roads - this will just cause traffic chaos.	9799-839-4084			/	
Tractivity 1047	Public	Stage 2	5. Any other ideas or comments? Bus route coming through Stogursey is unacceptable. Stogursey School already has a very dangerous crossing for pupils and staff with our entrance opening directly onto the public highway - no pavement. This is made more difficult because of a high wall that surroundsour school making visibility non-existant for pupils and road users. A crossign patrol officer is on hand at the start and end of the day for about 40mins. Children arriving out of that time or after attending a school club are more at risk.	9805-839-2104		/		

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Tractivity 1076	Public	Stage 2	5. Any other ideas or comments? 15 years can hardly be termed as temporary. What research have you done to determine how many people would require to travel from areas like Williton. It is ludicrous to build a park and ride facility here. Why are you planning to build the park and ride on a green field site - again trashing useful agricultural habitat and why on earth are you planning to use the tiny roads to and from Hinkley Point.	9834-839-3113	/			
Tractivity 1083	Public	Stage 2	8. Any other ideas or comments? My doubt about this is that the roads are not suitable for a higher build up of traffic particularly if it is coaches	9841-839-4883	/			
Tractivity 1087	Public	Stage 2	6. Any other ideas or comments? We have already been told by EDF that the Cannington bypass will not be used by the traffic coming from the Williton area. Traffic will be increased through Stogusey and Stringston and so I see little benefit in this bypass.	9845-839-3102			/	
Tractivity 1091	Public	Stage 2	8. Any other ideas or comments? Again in theory park and ride needs to be properly managed to ensure people use it. The junction where buses join the Minehead Rd will need careful planning as it is a very busy road with potential accidents, both rejoining and on the small roundabout in the centre of Williton. The proposed bus journey through Stringston, Stogursey and joining the C182 is not viable. This route must be changed to use the A39, a road more equipped to deal with large vehicles. The road proposed is too narrow, windy, passes right by a Primary School, a road where there is single file traffic due to parking restrictions. There are numerous farm machinery/animal movements, hounds being exercised, dogs walked horse & bikes ridden. It is a rural country road and must remain as one. Joining the C182 with the increased traffic along it would also be treacherous.	9849-839-7958	/			
Tractivity 1101	Public	Stage 2	8. Any other ideas or comments? The road network between Minehead and Williton is already unsatisfactory. Any additional traffic on this route be it worker traffic to a Park and Ride or busses to the PArk and ride is unacceptable without serious improvements to the two pichpoints at Carhampton and Washford. It seems incredulous that a new by pass is proposed for Cannington, yet the A39 between Mlnehead and Williton has no improvements proposed.	9859-839-3610	/			
Tractivity 1121	Public	Stage 2	8. Any other ideas or comments? These buses cannot us the lanes around Stogursey - too dangerous and will cause massive jams - must use A30 via Cannington	9879-839-3688			/	

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Tractivity 1130	Public	Stage 2	8. Any other ideas or comments? Again, a small village such as Williton, with very old narrow roads could not cope with this amount of traffic. Again volume would increase during several months of the year due to holiday traffic.	9888-839-4683	/			
Tractivity 1145	Public	Stage 2	8. 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. It would also spill out onto local roads which are already congested in summer months with tourists although you will have got rid of the tourists.	9903-839-4630			/	
Tractivity 1148	Public	Stage 2	8. Any other ideas or comments? This is a crazy idea. To have a bus ferry system based on the west side of Williton is unbelieveable. Buses will have to negotiate the centre of Williton where a left hand turn causes awful problems at the best of times. The A39 is very heavily used by articulated lorries which often run off the road or jam with another lorry, causing traffic chaos. Put 50/60 buses using this same road along with all the other vehicles and nothing will move any way. As for the route planned going through Kilve, Stringston, Stogursey and out to Clayland Corner I am almost speechless that any one in their right mind could ever contemplate this route. The road is virtually impassable in places for two medium lorries to pass. If lorries do try to pass one usually ends up in the ditch which blocks the road for some time whilst recovery takes place. The village of Stogursey has a school and a great problem with on road parking. The twisty road beyond Stogur	9906-839-4795	/			
Tractivity 1187	Public	Stage 2	8. Any other ideas or comments? Concerned road from Holford to Stogursey will be overloaded as a rat run.	9945-839-4093			/	
Tractivity 1194	Public	Stage 2	8. Any other ideas or comments? The route to Hinkley from Williton is highly controversial, even though the buses instead of cars would reduce the number of vehicles. Our narrow winding lane cannot support extra traffic. The residents especially the farmers, with their machinery are very concerned about this, and can enumerate all the problems which will arise.	9952-839-5051			/	
Tractivity 1217	Public	Stage 2	8. Any other ideas or comments? See previous comments re traffic. Access to the site via the lane past Stringston and through Stogursey will make life extremely difficult and dangerous for residents. Also this will mean traffic going past our Primary School, which already has a very difficult access.	9975-839-4520			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1219	Public	Stage 2	8. Any other ideas or comments? The A39 route from Williton to Cannington is busy enough and in some areas too narrow for larger vehicles and buses to pass without having to actually stop. A further burden of coaches would make this situation worse. It is dangerous road anyway with many impatient drivers taking risks.	9977-839-4058			/	
Tractivity 1221	Public	Stage 2	8. Any other ideas or comments? A39 is not a suitable route, it is narrow and already has problems. If adopted, request all coaches to turn off engines at all pickup points.	9979-839-4819			/	
Tractivity 1221	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am concerned traffic will be using the A39 from Williton to Cannington and cutting through villages such as Stringston. These roads both A39 and the lanes are already busy and at certain times would be problematic to say the least.	9979-839-7798			/	
Tractivity 1234	Public	Stage 2 Update	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.	89500-839-1695			/	
Tractivity 1241	Public	Stage 2 Update	Q5 What are your views on the proposed changes to our transport proposals? Yes. The move to the Smithyard Terminal of Williton together with the reduction in parking spaces is a big improvement. We do not envisage large numbers of workers coming from the west of this area.	89507-839-448			/	
Tractivity 1301	Public	Stage 2 Update	Unacceptable for Williton Park and Ride traffic to be routed through Stogursey Parish	89567-839-1564			/	
Tractivity 1340	Public	Stage 2 Update	We are opposed to the planned route for traffic from Williton, ie. left at top of Kilve hill, through Stringston, through Stogursey village and on to Clayland Corner.	89606-839-1198			/	
Tractivity 1361	Public	Stage 2 Update	I believe the whole transport proposal to be ill-thought through. There are going to be massive traffic problems with the increase in traffic volume travelling through lanes and single lane roads. There is gridlock now when there is an accident on the M5, which is not uncommon, and add into the mix all the work being done by Bristol Water and the soon to begin project in Steart Bay, nobody will be going anywhere! Specifically, I strongly object to the proposal to send 58 buses per day through the narrow streets/lanes of Stogursey. The recent proposal to not consolidate freight at Junction 23 will result in massive increases in traffic.	89627-839-605		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 249	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? Williton does not need a park & ride!! Bridgwater may but more than one need to be beneficial.	8942-839-3379	/			
Tractivity 266	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? Q7b both options ticked. I think it is a very bad idea to consider housing workers at Williton and transporting them along the A39 which is not a good road at the best of times and passes through a particularly lovely area of Somerset which would be criminal to damage by road widening or straightening.	8955-839-2824	/			
Tractivity 286	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. The A39 from Williton to Nether Stowey is already too congested at times, so accommodating workers there does not make sense. An onsite campus does not provide legacy for the local area.	8974-839-2378	/			
Tractivity 292	Public	Stage 1	6. Please give comments on your preferences and any suggestions about the future use of these facilities. 1. Why only 700 workers onsite? Your consultation says that each campus will have its own recreational and social facilities. If so, why not have a temporary small town at Hinkley with all facilities, with all the well-behaved workers enjoying a happy, healthy lifestyle with no transport problems for work? 2. 'Long term legacy' really means planning gain by planning process exemption, alienating precious green sites adjacent to A and B. 3. As far as Williton is concerned, the access points are on to narrow, busy main roads with junction hazards, more village centre congestion and a long road journey to Hinkley Point. The choice of Williton at all is remarkable, as it is much further away than the other sites and is not a commuting location for existing Hinkley Point employees, who are overwhelmingly located east of the Quantocks.	8980-839-3164	/			
Tractivity 292	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites? No, it would not benefit the Williton community to have park and ride. There are already two good bus services competing in Williton.	8980-839-4425	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 300	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>The impact of so much additional traffic on the already very busy access thru Williton on the A39 is not acceptable. I believe ideally all accommodation should be at or near the site. This area around Williton has already been zoned as a red road area. Due to the heavy number of accidents lets not compound this problem.</p>	8988-839-2421	/			
Tractivity 315	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Why has Nether Stowly, Holford, Kilve villages much closer to Hinkley C Not been considered. I am not in favour of siting a campus in Williton. The infrustructure will not take it. There will be possible flooding, transport chaos already caused by holiday traffic. The campus would be of no further use examples given care home. A new care home has already been paused by planning. A hotel where are the holiday attractions in Williton eg beach.</p>	9003-839-2021	/			
Tractivity 315	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>No park and ride should be situated within the village of Williton. Surely thats the point of a park and ride to keep cars well away to avoid noise and tight pollution a park and ride should be situated east of Williton on the A39.</p>	9003-839-2903	/			
Tractivity 323	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>700 seems to be an excessive number for one location and would surely increase traffic tremendously at shift changes etc. Which route would the transport from Williton take the quickest route would be through Stogursey and Shurton putting extra traffic on our narrow roads.</p>	9011-839-2942	/			
Tractivity 337	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>[NB note added under the chosen tick box: We have a care home and don't need a hotel. The hotel we did have closed.]</p> <p>Totally against ANY use of Williton as a site for construction workers because:</p> <p>Development to the east would mean destruction of beautiful fields - currently a great local amenity. Parts of these fields are low lying, easily water logged - prone to flooding.</p> <p>With regard to both sites - many years of extra traffic on already busy, winding roads.</p> <p>Presence of single men has potential for trouble - 3 policemen cover a large area.</p> <p>Pressure on local services - eg medical.</p>	9025-839-2389	/			

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Tractivity 345	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>Not familiar with the other sites to make informed comment.</p> <p>I have very strong reservations about a park and ride in Williton, where I live. Where are 350 cars going to come from? What impact are they going to have on the A39 and minor roads?</p> <p>The site to the west of Williton is unsuitable - it is greenfield and situated behind Mamsey House care home and Williton Hospital, which would be seriously affected by noise and lights.</p> <p>The site off Tower Hill is unsuitable as being situated off A358 at a very narrow point and in the midst of a residential area.</p> <p>Williton does not need a park and ride facility either during or after construction.</p>	9033-839-3602	/			
Tractivity 375	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Transport: If accommodation & park & ride facilities so far to the West of Hinkley Point are necessary in Williton, then a bypass or relieving road is required to the north. This should be from Washford Cross, or Mamsey House, from the west running to the A39 east of Williton, to avoid placing an intolerable increase of traffic on the shopping and central area. This would have many benefits to the local community & could provide a much better access to the local trading estate of Roughmoor.</p>	9062-839-907	/			
Tractivity 381	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>I think at the end of the day accommodation and transportation should take place from the East of the site, because of the road infrastructure between the motorway and the site is better than that to the West where the A39 is inadequate to take greater traffic flows</p>	9067-839-1253	/			

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Tractivity 411	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>All traffic from Cannington to both of these sites would have to go through the centre of the village which cuts the village in Half and it's impossible to cross the road to see the shops safely. Already recently one person has been killed, crossing the road. During the summer months there are thousands of extra cars etc. TO the Butlins holiday camp at Minehead all of which go through the centre of Williton.</p>	9093-839-2738	/			
Tractivity 420	Public	Stage 1	<p>7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?</p> <p>I can not see how this service would be required. Where would the park ride go to? If it is just for moving staff in and out you would not need such a large area. Although we need the progress of power etc both sites are currently green fields and this will therefore have an aesthetic effect and also Williton will no longer be a country village.</p>	9102-839-2825	/			
Tractivity 434	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>There is no demand for park and ride facilities in Williton. In general we feel that park and ride sites should be close to the motorway in order to minimise the additional traffic on local roads.</p>	9113-839-3036		/		
Tractivity 453	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Transport, Williton, Large increase of traffic at all hours due to shift work. Accommodation, with site workers way way from site, via narrow roads and on a quiet village community?</p>	9131-839-902	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 454	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Has a study done as to how much increased traffic there will be through the villages, particularly Shurton and Stogursey.</p> <p>At present there is a 30 mph speed restriction which currently very few people adhere to. Will you be in discussions with Highways to create traffic calming through Stogursey (outside the School) and through Shurton. There are a lot of children and elderly residents who walk around the village and cross the roads and at present it is very dangerous because of the speed of the vehicles. This is only going to get worse with the increase in traffic.</p> <p>We definitely feel there would be a traffic calming scheme in place.</p> <p>How many buses will be running from Williton through Shurton? Will all the workers use the buses or will they still drive, thereby increasing traffic flow. We feel that 200 workers based in Williton is too much and will increase traffic through Shurton and surrounding villages to an unacce</p>	9355-839-1144		/		
Tractivity 461	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Williton based workers will result in more traffic using the minor roads to the west of the Station - this should be avoided.</p> <p>Use of rented accommodation will probably happen by default, probably local supply will increase. Need to be aware that this could impact local tourism and also outage periods on the B Station when there can be large short-term influxes of contractors.</p>	9138-839-2472	/			
Tractivity 480	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>I cannot understand why Williton has been chosen as a site, this will increase traffic on the A39/A358 for no apparent reason, traffic from Minehead to the east for Hinkley point will be minimal. A park and ride from a village in the middle of no where seems non-sensical, surely traffic of people should be kept to a minimum.</p>	9156-839-2245	/			

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Tractivity 507	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>Neither site will benefit Williton neither during construction nor after it is complete.</p>	9359-839-2761	/			
Tractivity 512	Public	Stage 1	<p>Williton suggested areas seem liable to flooding. Even with park and ride Williton workers will have cars and will increase use of A39 and A358 considerably - neither road can cope with this. Workers will be a long way from Hinkley - Nether Stowey seems much better placed with easier access to Hinkley and Bridgwater.</p>	9184-839-954	/			
Tractivity 523	Public	Stage 1	<p>12. Do you have any other comments about EDF Energy's initial proposals for the development of a new nuclear power station at Hinkley Point?</p> <p>We understand that a power station is needed OK. But to disrupt a village 25 - 30 miles away with a road from Williton to the site not more than a country lane that carries holiday traffic is to say the least barmy. Where has democracy gone in this country?</p>	9194-839-4862	/			
Tractivity 546	Public	Stage 1	<p>Do not agree with accommodation plans for Williton. Large impact of relatively small village - no need for 350 space park and ride once project finished.</p> <p>Will create additional mayhem, accident potential of A39 road, already a red route.</p>	9215-839-1972	/			
Tractivity 552	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>There is no benefit to the Williton community if greenfield sites are used. Williton is a village and should advance at its own pace and not be pushed by excessive (unwanted) expansion.</p> <p>Question 7(b) - Recipient selected Location A, B and C</p>	9221-839-2616	/			

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Tractivity 552	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>Stay away from Williton - it's too far away from your site and road access to and from Williton is not good enough for the increase of traffic you propose - to say nothing about damages to the ozone layer.</p>	9221-839-3907	/			
Tractivity 574	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>The people of Williton must choose.</p>	9243-839-3416	/			
Tractivity 584	Public	Stage 1	<p>6. Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>Please give comments on your preferences and any suggestions about the future use of these facilities.</p> <p>What about Nether Stowey?</p> <p>A new care home will soon be built. A hotel would not be viable.</p> <p>I fail to comprehend why EDF would consider siting a parkand ride and accommodation in Williton. When I asked one of your advisors I was told it was after discussions with West Somerset District Council. Fact straight out denied by the (personal details removed), also present, who had been assured by the (personal details removed) this is not the case, who to believe? Williton is situated at the point where both &apos;red routes A39 and A358 converge. Both roads are literally &apos;death traps&apos; none of your advisors could tell me exactly how far the journey was from Williton to Hinkley C but it must be in excess of 15 miles! The A39 is the main holiday route into Exmoor/ West Somerset coast, inclding Butlins. The road conjested with commuting buses would destroy the only industry in the area, i.e tourism and resul</p>	9363-839-2116	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 584	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 only commenting on Williton but I can not think of any community benefits to the siting of a hostel for 200. The doctors surgery in the village is already stretched, recently we have been advised to go to Watchet surgery if you want an appointment within a couple of weeks. Will healthcare be improved? Who is going to pay to extra policing probably the council tax payer? The traffic conjection in the centre of the village will be greatly increased, will that benefit the village?</p>	9363-839-4720	/			
Tractivity 620	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 don't think either of the Williton sites should be considered. Our roads are already over-crowded and during the holiday season are very dangerous for both motorists and pedestrians.</p> <p>The idea of a park and ride is not practical, why don't you use buses, and what would all the workers do in their spare time. They need to be nearer Bridgwater or Taunton.</p>	9284-839-3368	/			
Tractivity 62125	Public	Stage 1	<p>Proposed Park and Ride</p> <p>While we agree in principle with park and ride schemes as a way of reducing the number of vehicles on the A39, we do not think that either of the Williton / Sampford Brett sites are suitable. Cars accessing Site A from the Taunton direction will have to negotiate the Egremont corner (Tower Hill / Priest Street junction) as will cars accessing Site B from the Minehead direction. Buses from both sites will have to pass through this junction which is already dangerous and is particularly busy during holiday periods.</p>	9413-839-1794	/			
Tractivity 62130	Public	Stage 1	<p>4) Access from this site would avoid the need to send all traffic through the town of Williton itself which appears likely compared to the alternative site to the West of Williton; however, traffic is likely to need to cut across to the A39 at some point unless access is provided from the Northern part of the site near the Industrial Estate.</p> <p>Please do not hesitate to contact me at the above address or on (personal details removed) if you wish to discuss any of these matters further.</p>	9417-839-2345	/			
Tractivity 62139	Public	Stage 1	<p>Park & Ride</p> <p>With low levels of unemployment in West Somerset (Minehead 88 people and Williton/Watchet 110) it is difficult to see why a park and ride is needed. Minehead already has a substantial inward migration of workers needed to fill its jobs. If you pull employees out of Minehead, this will merely increase the inward/outward commuting. These journeys already account for 5500 movements each day and the introduction of Morrisons will increase this. There will be people wanting to travel from Williton/W atchet.</p>	9418-839-1211	/			

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Tractivity 62139	Public	Stage 1	Without a relief road the struggling infrastructure (11,000 cars a day) could break down. When there are road works, or an accident, Williton is virtually sealed off, and business suffers enormously. This problem cannot be easily solved, but a significant contribution - delivery of the relief road - is a price worth paying for the pain of having a park and ride in Williton.	9418-839-2548	/			
Tractivity 62205	Public	Stage 1	b) Both roads, A39 and the A358, are inadequate now for the volume of traffic on them - any increase in volume around Williton would be even more detrimental - all traffic from west of Williton going East and vice versa has to negotiate through Williton. c) Road traffic accidents happen frequently now on both these roads and the only way round any road closure is through narrow country lanes without passing places	9427-839-212	/			
Tractivity 62216	Public	Stage 1	The suggested entry to the eastern site from the A358 is on a hill on a road which is very busy at peak times.	9432-839-1069	/			
Tractivity 62216	Public	Stage 1	Williton would suffer further congestion with increased traffic.	9432-839-1181	/			

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Tractivity 62227	Public	Stage 1	<p>Williton (map Appendix S) (Editor's note: pdf does not include appendices)</p> <p>Williton is located 14.2 miles (23 minutes) from Cannington via the A39 which Continental Tyres surveyed the UK roads to find the bendiest roads and the A39 between Bridgwater and Minehead is in 9th place overall (Appendix 6) (Editor's note: pdf does not include appendices). This stretch of the A39 is also identified as a red route and numerous serious accidents occur and cause death, injury, road closure and general disruption throughout the year We request that you undertake a full survey of accidents and their locations on both the A39 and the A358.</p> <p>You state that you would be prepared to make minor road improvements and yet the notorious blackspots would appear to be in locations that are not suitable for minor improvement but more suited to complete by pass arrangements. Are you in a position to undertake this level of road improvement? A copy of the Avon and Somerset accident statistics for the last 10 years are enclosed for both the A39 and the A35S - the two roads that converge on Williton (.Appendix 7) (Editor's note: pdf does not include appendices). Also enclosed is a copy of articles on the front page of the West Somerset Free Press which first announced your plans for Williton {Appendix 8}. (Editor's note: pdf does not include appendices) We question your siting of a residence for workers such a distance from their point of work when other more local locations are available. We do however understand the possible need for a Park and Ride facility in this area and suggest that you consider the following:-</p> <ul style="list-style-type: none"> - The Council lorry park near to Tropiquaria on the road to Watchet - The disused Landfill site just outside Williton. - The Gliddons Garage site in the High Street in Williton - Gliddons Bank street site which proposes development of up to 96 residential units and small retail development. 	9436-839-5652	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62357	Public	Stage 2	<p>The residents of Stogursey and Strington need to know the projected volume of traffic through these villages please will you tell us? How many traffic movements should we expect in a 24hr period?</p> <p>Have you considered the implications of this volume of traffic on very narrow lanes, which are single track in places, used by;</p> <ul style="list-style-type: none"> - Local drivers? - Agricultural vehicles? - Horse riders? -Cyclists? - Farm animal movements? <p>Please give some thought to the fact that there are very few passing places on these lanes and the potential for a complete impasse when a procession of your cars and buses meet;</p> <ul style="list-style-type: none"> - A local bus - A tractor and trailer - A herd of cows - A flock of sheep <p>This represents a real danger for residents and is a recipe for chaos I think you will agree. I know this is unlikely at 11pm but by 6am rural traffic is on the move and by midday you can add pedestrians to the mix.</p> <p>Have you considered the impact of this increased traffic on the surface of the lanes? Minor roads are resurfaced infrequently because of the low level of vehicles using them. A large increase in traffic will degrade lanes which are already in a fragile state with pot-holes and disintegrating margins. Will EDF be contributing to the resurfacing of these lanes? Taking ail this into account it is obvious that a large increase in vehicle movements through these villages will contribute not only to disturbance but also to increased damage to roads and a greater risk of accidents.</p> <p>In conclusion, taking the traffic along the A39 to Cannington on what is a major road already equipped for heavy traffic and on to the purpose built road for Hinkley Point would be the most apparent safe choice which would be better for drivers, quicker and more trouble free.</p>	10032-839-183	/			
Tractivity 62432	Dual - Consultee with an Interest in Land and Public	Stage 2	<p>Road between Williton & Minehead dreadful and snarls at places like Bilbrook & Washford. If plans go ahead Williton will be gridlocked.</p>	10066-839-114			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62508	Public	Stage 2	EdF propose a "Park and Ride" facility in Williton to cater for workers travelling from the Minehead area. It should be noted that the proposed Park and Ride for Williton is just yards from a residential nursing home. Any extra vehicle movement along this road will put an unacceptable burden on other road users, and the present infrastructure. EdF have not put forward any measures to mitigate for this burden.	10098-839-13778	/			
Tractivity 62517	Public	Stage 2	3. Though the Williton P&R will reduce the amount of traffic caused by the project on the A39 there will still be an increase and improvements should be made.	10099-839-1808	/			
Tractivity 62579	Dual - Consultee with an Interest in Land and Public	Stage 2	I am also incredulous as to why siting the Park and Ride adjacent to an Old Peoples Nursing home is considered acceptable. Movements from 7am to 11pm every day plus the lighting and traffic congestion it will cause, it would appear no one thought of the implications on Mamsey house or maybe EDF simply don't care about the Care home ?	10130-839-811	/			
Tractivity 62581	Public	Stage 2	2- EDF have recently reneged on their proposal to bring workers from Williton 'park and ride' via the A39 and instead proclaim they will use the back roads and lanes, passing right through the heart of Stogursey and right by its school. This is simply not acceptable and shows a cynical disregard for the local community they profess to respect.	10132-839-1142	/			
Exmoor National Park Authority	Local Authority	Stage 2	3.1 The majority of the traffic movements will approach Hinkley Point from the southeast and come via the M5 and then C182 through Cannington. The Williton Park and Ride facility is intended to accommodate workers residing to the west, including Exmoor, where they would leave their cars before being transferred to Hinkley Point by bus. However, given the thousands of workers that will be required, and the shift patterns that are proposed, there will still be a significant number of workers travelling from a wide area in the west to the Williton site. The applicants have set out a Transport Strategy to try to mitigate the impacts of the traffic movements on the local area, however, at this stage it lacks detail and reassurances that the impacts can be successfully mitigated. Given the nature of the rural road network across Exmoor and the surrounding area, there is a concern about the impacts of the concentration of traffic movements across Exmoor from the west into Williton. This is a concern that it is recommended be raised with EDF Energy. 3.2 The proposed Park and Ride site lies to the west of Williton on farmland and directly north of the A39. The plans show the site would have the capacity for 310 cars, 12 spaces for minibuses, and 20 spaces for bus parking. There would also be provision for 16 motorbikes and secure cycle parking. Planting and landscaping is proposed and the new balancing ponds would be designed to incorporate features to benefit wildlife and enhance longer term biodiversity. The car park would be lit.	10209-839-10042			/	

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Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	A park and ride in Williton will cause too much traffic on our already crowded lanes. Power station staff go too fast should be fined and monitored all the time. We have a lot of local riders and dog walkers on our lanes. Very unsafe.	10278-839-2745			/	
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	If you can't enforce it. traffic will increase through Shurton. take them to Cannington first.	10278-839-4497	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	All impacts are assessed as Negligible before the Transport Strategy is introduced. If this is the case it is difficult to understand why the Transport Strategy is needed. However, any assessment of significance is meaningless because of the fundamental flaws in the methodology. In addition, the situation of Hinkley C going ahead without the Transport Strategy (i.e. with no mitigation due to the park and ride sites) is not addressed.	89402-839-4692	/			
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 likely to be residual effects during the main works construction at Mamsey Nursing Home if mitigation is not provided. No assessment can be made of residual effects in Williton during the preliminary works stage or operational stage.	89402-839-6039	/			
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. The size needed for the site is based on its use by 27% of non home-based workers, of whom more than half are assumed to be residing at Butlins, Minehead. These could be picked up by a dedicated bus service, reducing the need for and size of the Williton Park and Ride Site. This means that highway and environmental impacts cannot be correctly assessed. This is particularly relevant given its location next to the Mamsey Nursing Home. The assessment of the need for the Cannington and Bridgwater Northern Bypasses is totally inadequate. The travel plan does not include SMART targets and the monitoring proposed is inadequate.	89429-839-8052	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62873	Public	Stage 2 Update	The proposed route these vehicles take will be as follows:- A39 from Williton to east of Kilve; left turn, then right turn past Stringston; right turn following main road through Stogursey, joining the C182 at Claylands Corner; left turn to Hinkley Point. We fully appreciate that there are concerns about this proposed route and the number of vehicles and we are considering this carefully as part of our Stage 2 Update Consultation which closes on the 28 March 2011.	89653-839-255			/	
Tractivity 62893	Public	Stage 2 Update	I have to take from your message that, we in Stogursey will have to suffer bus transport to and from the Williton Park & Ride. That will be a decline in our quality of life	89656-839-26		/		
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 primarily to serve the 27% of non home-based workers staying in rented accommodation in West Somerset. This includes 14% staying in Alcombe East, which is most likely to be Butlins Holiday Camp at Minehead (no confirmation from Butlins has been received at this stage). The Transport Appraisal states (para 9.2.31): "...Clusters of workers in certain wards could be provided with a long distance coach direct to the HPC Development Site." These wards include Alcombe East. If coaches were provided the size of the site could be halved.				/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62619	Public	Stage 2	I was just wondering if EDF had any plans to create a bypass around Williton. Somerset, as part of the Hinkley project? IT would keep the locals happy! Look forward to hearing from you.	10166-841-9		/		<p>Consultees requested further clarity on the mitigation strategy including details of proposed legacy benefits.</p> <p>Following the relocation of the proposed site the position is that the Smithyard Terminal site would revert back to a lorry park after the construction of the proposed new power station at Hinkley Point C (HPC).</p> <p>EDF Energy has proposed the following highway improvements in order to mitigate the traffic impacts of the Williton P&R facility:</p> <ul style="list-style-type: none"> • a four arm roundabout at Washford Cross in order to address existing junction safety concerns and cater for the additional P&R traffic; and • junction improvements at Clayland Corner (which forms part of the proposed bus route) that would increase the visibility for those using Adam's Lane and reduces vehicle speeds, in direct response to stakeholder concerns <p>In addition, a smaller 15 seat mini bus fleet would be utilised in response to stakeholder concern about buses routing through the villages of Stringston and Stogursey along narrow, rural, unclassified roads.</p> <p>Consultees expressed concerns about contingency plans for road closures associated with road traffic incidents.</p> <p>In the event of a major incident preventing access to the construction site, P&R vehicles would be held back at the proposed development to minimise their impact upon the accident related congestion.</p> <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. Further details are contained in the Framework Travel Plan.</p>
Tractivity 63240	Consultee with an Interest in Land	Stage 2	<p>Adverse Weather Planning</p> <p>5.13 The intention of EDF is to transport staff, contractors and visitors to the construction site each day. It is therefore conceivable that in the event of severe weather, such as snow, a significant number of people could find themselves held at the site without provision for accommodation or ease of transport away from site. This may be of particular concern for those who will use the Williton Park & Ride facility which is more significant in terms of distance away from Hinkley.</p> <p>5.14 The Estate therefore requests clarification as to what contingency planning EDF will be preparing in respect of accommodation, transport and general arrangements for such circumstances. The Estate also wishes to understand and have clarified what might form part of such plan(s) and what relevant stakeholders will be engaged in formulating them.</p>	89442-841-5635	/			
Watchet Town Council	statutory consultee	Stage 2 Update	<p>2. In particular, it welcomes the new Park and Ride facility proposals for Williton incorporating a new roundabout at Washford Cross which will help mitigate the expected increase in traffic along the main A39 road</p>	89757-841-310			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 846	Dual - Consultee with an Interest in Land and Public	Stage 2	8. Any other ideas or comments? If you can?t enforce it, traffic will increase through Shurton, take them to Cannington first.	9604-842-4478			/	Consultees expressed concerns about the park and ride buses potentially speeding through residential areas on the proposed bus route. P&R vehicles will be clearly identifiable to the local population as being operated by EDF Energy. Through the Transport Forum (to be established prior to commencement of construction) members of the public would be able to report any concerns with regards to inappropriate driver behaviour. EDF Energy would investigate these reports and take the appropriate action.
Tractivity 905	Public	Stage 2	8. Any other ideas or comments? As above..	9663-842-3679			/	Concerns were also raised about the monitoring of the P&R usage and enforcement. Employees will be allocated a park & ride site or direct bus service at the point of their induction into the project. They will be required to use this option for their regular journey to work. The appropriate use of the P&R sites is secured through the Development Consent Order Framework Travel Plan which sets out the targets and monitoring regime for the duration of the HPC site construction.
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. No details of monitoring during the preliminary works are provided. For the operational phase monitoring is proposed three months after commencement of operations and annually thereafter for a period of ten years. The frequency of monitoring should be greater in the earlier years to reflect the phased timescales of the two reactors, and continue for a period of at least ten years from the second reactor coming on-stream.	89402-842-6459	/			Concerns were also raised about the monitoring of the P&R usage and enforcement. Employees will be allocated a park & ride site or direct bus service at the point of their induction into the project. They will be required to use this option for their regular journey to work. The appropriate use of the P&R sites is secured through the Development Consent Order Framework Travel Plan which sets out the targets and monitoring regime for the duration of the HPC site construction.

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	Local Authority	Stage 1	-The Council will require that any proposals for associated development are supported by the appropriate level of infrastructure, including transport, social, leisure and green infrastructure and EDF clearly set out how the proposals would support objectives and policies of the Council as set out in Housing, Economic and Community Strategies. In particular it will be necessary to identify alternative access solutions within Williton for any associated development proposals to assist in reducing congestion at key junctions within the village and to potentially enable the growth of the village in the future.	88780-843-4232	/			<p>Consultees raised concerns under this heading related to specific transport issues which are addressed under the appropriate topic headings within the Williton (park and ride) theme.</p> <p>The Transport - Other - Documentation topic response addresses consultee comments raised about wider documentation issues related to transport.</p>
Tractivity 63240	Consultee with an Interest in Land	Stage 2	<p>8.3 Section 4.1.24 of the proposed travel plan indicates that some 310 parking spaces are planned, together with further spaces for 10 buses and 12 mini-buses. Section 10.1.2 highlights that "Construction Site Travel Plans" and "Operational Site Travel Plans" are to be prepared.</p> <p>8.4 Therefore, given the expected numbers of buses and mini-buses that could be expected to make the return journey from Williton to the Hinkley site, the Estate is concerned that there is no visibility of the proposed route plan(s) for traffic to take from the Park & Ride facility to the construction site.</p>	89443-843-5547	/			

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Sedgemoor District Council	Dual - Local Authority and Consultee with an Interest in Land	Stage 1	- Lack of a justification for a campus or park and ride site at Williton particularly in terms of the transport and traffic management benefits of this location compared to other locations nearer to the strategic road network;	88890-838-26356			/	<p>Consultees expressed concerns with the methodology used to assess the development impacts detailed at the Stage 2 consultation.</p> <p>The assessment detailed within the Stage 2 Transport Appraisal and Environmental 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. At Stage 2 it was 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.</p> <p>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 Williton Park & Ride Environmental Statement .</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.16. A quantitative appraisal is required to back up the statement that roads have 'easy access to Hinkley', particularly from Williton (4.2.5).	88000-838-0	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.48. It is not clear why 12% of workers are estimated to be coming from the west via Williton, given there is no strategic road access from the west. Evidence has not been provided on how routing has been modelled and hence how the need for P&R in these locations have been determined.	88010-838-4869	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.49. It is noted that no transport-related assessment of Williton has been started in the environmental status report (p. 250). SCC is concerned about traffic impacts west of Williton associated with the P&R site. Information should be provided on the bus route proposed from the Williton P&R to the HPC site. Overall, there is no evidence that the proposed P&R strategy locations are optimal (4.11.6. and figure 4.1).	88020-838-0	/			
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.68. It is noted no transport-related assessment of the Williton proposals has been undertaken as yet, even at a high level (p. 250). This should be undertaken and reported on to identify whether proposals at Williton are feasible in traffic terms.	88030-838-1465	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1076	Public	Stage 2	5. Any other ideas or comments? 15 years can hardly be termed as temporary. What research have you done to determine how many people would require to travel from areas like Williton. It is ludicrous to build a park and ride facility here. Why are you planning to build the park and ride on a green field site - again trashing useful agricultural habitat and why on earth are you planning to use the tiny roads to and from Hinkley Point.	9834-838-3113	/			
Tractivity 1334	Public	Stage 2 Update	Why don't you trial a bus run from Williton before making decisions, in particular trial 2 buses and get them to meet in Stogursey High Street to see what happens!	89600-838-4722		/		
Tractivity 314	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? As far as Williton is concerned, I think these living there should decide.	9002-838-3295			/	
RAC Foundation	Non-Statutory Consultee	Stage 2	The whole A39/A358 transport corridor between Minehead and the M5 needs to be planned and managed holistically in order to cope with the extra traffic generated by the Hinkley C new build and its later operation. Traffic flow and transit times are important, as well as the leading issue of road safety.	10267-838-5634			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	8.2 Information provided in the Transport Appraisal is limited to the environmental effects of traffic in and around the village of Williton and the proposed Park & Ride facility. The report offers no information as regards the effects of traffic leaving from the interchange facility to use a westerly approach to travel towards the area of Hinkley Point. The Environmental Appraisal (Volume 3) Chapter 9, section 9.3.11, indicates that neither SATURN nor Paramics modelling was extended as far as Williton and states that a separate study was carried out for the village.	89443-838-4970	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Impact criteria are only given for severance, cyclist and pedestrian amenity and fear and intimidation, and therefore do not relate to all the potential impacts listed above. In all cases any traffic flow change of less than 30% is assessed as negligible. Whilst this is the basic criteria set down in the Guidance, it specifically refers to the need also to assess sensitive areas where traffic increases of at least 10% or where HGV's have increased significantly can result in impacts. The first of these criteria will apply to Williton.	89402-838-1028	/			

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 assessment of affected parties is made, though a “receptor sensitivity” table is included, presumably as a proxy. Within Williton Mamsey Nursing Home is assessed as “substantial” for receptor sensitivity whilst Fore Street is assessed as “moderate”	89402-838-1572	/			
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 is made in Williton of the preliminary works phase or the operational phase despite the Guidance specifically requiring all phases to be considered.	89402-838-1827		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Assessment is based on 24 hour flows with no development peak or highway peak hour modelling. The IEMA Guidance specifically refers to assessment of the hours of greatest traffic change being required. For Williton this would be particularly relevant to the Mamsey Nursing Home, as during the main works construction phase the Transport Appraisal shows 108 cars and four buses using the site before 0600 and 90 cars and 3 buses after 2300.	89402-838-1993	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In summary, the assessment methodology is totally inadequate and no reliance can be placed on the assessment of impacts or their significance.	89402-838-2695			/	