

Schedule of Responses – Appendix H.1

Bridgwater (Discounted) 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)
British Waterways Board	Statutory Consultee	Stage 1	<p>After due consideration of the application details, British Waterways has the following general comments to make:</p> <p>British Waterways owns and maintains the Bridgwater and Taunton Canal which is adjacent to the possible site BRI-D, at Huntworth. This site is proposed as a possible location for workers accommodation and benefits from an extant permission for a hotel. Whilst we are unlikely to have an objection in principal, unfortunately British Waterways was not consulted on the original application. Therefore if the site progresses we would request that further detailed discussions commence as soon as possible.</p>	8697-943-916/	/			As part of the Stage 1 Consultation, EDF Energy identified four search areas as being potentially suitable to accommodate up to 500 construction workers, in one or more campuses within Bridgwater. Comments were sought on the preferred location for campus accommodation within these search areas, referred to by EDF Energy as BRI-A, BRI-B, BRI-C and BRI-D. A variety of responses were received and from this feedback, together with preliminary environmental impact assessment works, EDF Energy selected two preferred sites, BRI-A and BRI-C.
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>BRI B:</p> <p>-Flood risk</p> <p>All of this site is within flood zone 3 and is at risk from both tidal and fluvial flooding.</p> <p>-Water Quality, Ground Water and Contaminated Land</p> <p>Our records indicate that historic landfill sites are present within 100 metres of the eastern and western boundaries of the BRI-B area. The northern edge of BRI-B is also bounded by a former landfill site and the western portion of BRI-B is shown to be a former landfill site known as 'Bristol Road', records indicate that this site was used to dispose of household waste.</p> <p>There could potentially be contaminated ground issues to be resolved before development can take place, a full contaminated land investigation should be carried out before development begins.</p>	88830-943-15926	/			<p>EDF Energy's Stage 2 consultation explained the rationale for the sites chosen to progress. In summary, the principle of an accommodation campus at the BRI-D search area received little support from statutory consultees and the public during the Stage 1 consultation. The BRI-D search area was discounted because it was located outside of the Bridgwater settlement, and away from the town centre and its associated uses.</p> <p>BRI-B search area (in the vicinity of the BRI-A and BRI-C sites) was initially explored on the basis that it was of a sufficient size to support some campus accommodation. However, BRI-B was not progressed for a number of reasons. The existing access into the site was deemed unacceptable in highways terms for both car and bus movements due to the level change and the proximity of the railway bridge. A second access would have been required to create an access on to the A38 (Bristol Road). This would have required building demolition and significant junction reworking. The demolition would affect six businesses, including two public houses, all of which were viable entities. EDF Energy, in implementing the HPC Project, aims not to displace viable development. The site was also in the process of being considered by a regional house builder who was already in discussions with the Sedgemoor District Council regarding the development of the site. Furthermore, it was considered that from an operational perspective it would be preferable to have no more than two accommodation campuses in Bridgwater.</p>
Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>BRI D:</p> <p>-Flood Risk</p> <p>All of site is within flood zone 3 - At risk from both tidal and fluvial flooding and also sits in a tidal residual risk area (would still flood during a 1:200 year tidal flood event with current defences in place).</p> <p>-Groundwater and Contaminated Land</p> <p>400m to the north east there is a closed historic landfill known as Huntworth Lane that was used for demolition and construction waste up until 1994. This area will require a ground water and contaminated land assessment as part of any predevelopment activities.</p>	88830-943-17055	/			<p>BRI-B search area (in the vicinity of the BRI-A and BRI-C sites) was initially explored on the basis that it was of a sufficient size to support some campus accommodation. However, BRI-B was not progressed for a number of reasons. The existing access into the site was deemed unacceptable in highways terms for both car and bus movements due to the level change and the proximity of the railway bridge. A second access would have been required to create an access on to the A38 (Bristol Road). This would have required building demolition and significant junction reworking. The demolition would affect six businesses, including two public houses, all of which were viable entities. EDF Energy, in implementing the HPC Project, aims not to displace viable development. The site was also in the process of being considered by a regional house builder who was already in discussions with the Sedgemoor District Council regarding the development of the site. Furthermore, it was considered that from an operational perspective it would be preferable to have no more than two accommodation campuses in Bridgwater.</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>1.43. BRI-B Search Area (Figure 4.15) - Access to cattle market alone is very difficult. Development has been proposed on this land together with land to the north and accessing onto the A38 in the vicinity of Wylds Road with a new junction. This could also affect the Crandon Bridge and Cross Rifles junctions.</p>	88010-943-3529	/			<p>The positive aspects of the BRI-B site identified in comments from consultees do not outweigh the physical constraints of the site, and EDF Energy do not believe the site could be delivered as an accommodation campus. Therefore this site was discounted after the Stage 1 consultation.</p> <p>Further information on the selection process for the Bridgwater accommodation campuses is explained in</p>

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.45. BRI-D Search Area (Figure 4.17) - Proposals for a Notaro Hotel has planning consent, which will need to be considered in any junction assessment, together with other adjacent proposals.	88010-943-4085	/			the Alternative Sites Assessment document, appended to the Planning Statement .
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The Bridgwater Vision identifies search area BRI-B 'The Cattle Market' as a potential site for residential development that would help to create the enhanced mixed use area envisaged by the Bridgwater Challenge;	88420-943-2070	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Part of the BRI-D search area benefits from planning permission for a 100-bed hotel, as part of a larger tourist complex;	88420-943-2642	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Proposals include the visual improvement of the A39 (Bath Road) as a main arterial route into Bridgwater, a new link road across the railway line to the A38 (Bristol Road), and a new pedestrian/cycle link crossing the motorway and railway line;	88420-943-3842	/			
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 BRI-D falls outside the Bridgwater Challenge study area, although the Bridgwater and Taunton Canal that passes the site is identified as a principal pedestrian/cycle link.	88420-943-4468	/			

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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	- Campus development at search area BRI-B would sit well with the Bridgwater Vision proposals for the Wyld Road area and any leisure and recreation facilities would be accessible from North East Bridgwater, the College and town centre. There are proposals for a footbridge across the railway site to BRI-A to have a footing within this site, making it an important catalyst site for enhanced access to the North East Bridgwater urban extension.	88430-943-0	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Sedgemoor District Council are fundamentally opposed to the inclusion of search area BRI-D, which is considered to be poorly located with respect to existing facilities and current and proposed public transport links. It is also located outside the defined settlement boundary and is considered to offer poor prospect of legacy uses that would benefit the population of Bridgwater. Proposals for accommodation at BRI-D would not be considered acceptable by Sedgemoor District Council. Search area BRI-D has a long and complex planning history but offers no overriding legacy benefit for its inclusion. Although the long standing proposal for a hotel is mentioned, this has been undeliverable for a significant number of years and should not be treated as justification for locating a campus in what should be considered an wholly inappropriate location.	88430-943-944	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The northern extent of search area BRI-D contains a Site of County Importance for Archaeology. Policy HE12 advises that planning permission will not be granted for development which would damage or destroy locally important archaeological remains, unless the importance of the development outweighs the local significance of the remains;	88430-943-2225	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Observations on Technical Issues Land Contamination and Waste Further contaminated land assessments/surveys are to be undertaken by EDF Energy on relevant sites. These will need to be reviewed and approved by Sedgemoor DC when they are completed. The following sites have potential risks associated with them: - BRI-A North East Bridgwater - BRI-B Cattle Market - BRI-C Bridgwater College, Bridgwater Rugby Club, Bridgwater Football Club Air Quality	88440-943-1847	/			

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Hallam Land Managmnt	Consultee with an Interest in Land	Stage 1	<p>The alternative options for accommodating campus development within Bridgwater - at the Cattle Market site, at the College or at Huntsworth - should not be supported. None is capable of coming forward as part of a comprehensively planned development and with the benefit of comprehensive strategies for accommodating traffic movements, delivering transport, landscape and biodiversity enhancements, providing related services and facilities.</p> <p>The consequence is that developments at the College or the Cattle Market have the potential to add significant negative development impacts including for instance additional transport movements not already accounted for. In the case of the College it is difficult to conceive how at a time when the College is enjoying an increasingly important role in the development of the local economy and going through a strong growth phase which is already challenging because of the limitations of available land, that the accommodation of workers at the College would be anything other than counter productive to the collective vision for the College. Huntsworth would represent a remote location for the accommodation of workers over such a long period of time.</p>	8760-943-9289	/			
Tractivity 600	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Cannington is being too heavily burdened with both transport (traffic) and accommodation. More people should be accommodated in Bridgwater and a "northern" bypass constructed from Dunball to the grain depot.</p>	9266-943-1067	/			
David Wilson Homes	Consultee with an Interest in Land at Stage 1 only	Stage 2	<p>1.7 DWH consider that in omitting the cattle market site from Stage 2 there is a missed opportunity to bring forward regeneration of the area linked to the Hinkley proposals.</p> <p>1.8 This decision should in DWH's view be re-examined as detailed below.</p>	10273-943-1534	/			

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David Wilson Homes	Consultee with an Interest in Land at Stage 1 only	Stage 2	<p>2.1 DWH are concerned that nowhere within the Stage 2 documentation, most notably the feedback to the Stage 1 process is there any clear explanation as to why the BRI-B site is not being progressed.</p> <p>2.2 In the summary of consultation Report there is no specific analysis of the comments related to the different Bridgwater Campus options, only a summary relating to all of the sites (page 45 of the document), making it impossible to assess the scope of comments or the decision making process in deciding to reject BRI-B.</p> <p>2.3 Further, in the later text - 4.5.148 onwards - there is no mention of why the site has been omitted.</p> <p>2.4 The Section in fact identifies the views of respondents that it was generally supported (4.5.149), that it had less impact on biodiversity than other options (4.5.152) and that it has positive benefits in supporting the Bridgwater Vision objectives for regeneration of parts of the town (4.5.157).</p> <p>2.5 Given this apparently positive feedback it is unclear why it has been rejected or at least identified for further more detailed analysis.</p> <p>2.6 The more detailed responses in the appendices to the document appear again to show support for BRI-B, in particular from Sedgemoor Council.</p> <p>2.7 In Section 23 of the responses Sedgemoor Council note that BRI-B: - -Is on the A39 which requires visual improvement; -Is their preferred choice for development because of its regeneration benefits; and -Development of the area would fit well with the Vision objectives for the wider area.</p> <p>2.8 Despite this positive support and preference above other locations the site has not been included in Stage 2, apparently without justification.</p> <p>2.9 DWH consider that there is nothing within the consultation summary document to indicate and negatives related to the Cattle Market site or why it has been rejected.</p> <p>2.10 In the absence of such analysis it is considered that this decision should be reconsidered in consultation with Sedgemoor Council and the other land owners.</p>	10273-943-1820	/			
David Wilson Homes	Consultee with an Interest in Land at Stage 1 only	Stage 2	<p>3.0 The BRI-B Opportunity</p> <p>3.1 The BRI-B Cattle Market site is part of a much wider area which is to be redeveloped to provide residential and other development as part of the Bridgwater Vision proposals for the regeneration of this part of the town.</p> <p>3.2 That land area includes land beyond the immediate Cattle Market site to the north and west which is the subject of landowner agreement to bring it forward for development in the short term.</p> <p>3.3 There is therefore the scope to increase the size of the BRI-B site to deliver a significant contribution to the accommodation needs of the Hinkley Point C proposals.</p>	10273-943-3841	/			

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			<p>3.4 The site relates particularly well to the identified Innovia site offering the opportunity to comprehensively Masterplan the development of the area bringing major regeneration benefits.</p> <p>3.5 The Cattle Market area appears better related to the large Innovia site than the other proposed Stage 2 site to the south.</p> <p>3.6 Whilst it is noted that the Innovia site is the subject of a planning application, this should not prevent the Cattle Market site being considered as part of Stage 2.</p> <p>3.7 The site will be the subject of a planning application in 2011, enabling it to be developed to fit within the timescales set out for Hinkley C.</p> <p>3.8 DWH consider that there are key sustainability benefits to the Cattle Market and wider site including close links to the town centre, very good public transport links and good pedestrian accessibility to local services and facilities.</p> <p>3.9 The area also closely adjoins the major employment area of Bridgwater to the north.</p> <p>3.10 The omission of BRI-B is a missed opportunity which should be re-examined in consultation with DWH and the other landowners.</p> <p>3.11 DWH would welcome the opportunity to discuss their proposals with EDF to assess the potential of the Cattle Market site and wider area to contribute to the development proposals.</p>					
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p>Bridgwater C Accommodation Campus</p> <p>- Flood Risk Management: The FRA will need to be expanded to incorporate the appropriate lifetime of the development and appropriate evacuation places. The approach to surface water drainage needs to be revisited to ensure the risks to third parties are appropriately managed.</p> <p>- Ecology: We have concerns that the mitigation proposals do not incorporate the current master plan proposals for the development of this area of Bridgwater.</p>	89069-943-8332	/			
David Wilson Homes	Consultee with an interest in land at Stage 1	Stage 2 Update	<p>2.0 Hinkley Point C SPD - Draft February 2011</p> <p>2.1 DWH note that the emerging Hinkley Point C Project Supplementary Planning Document (SPD), published in February 2011 but Sedgemoor and West Somerset Council's, identifies the Cattle Market site and adjoining land as potential worker accommodation areas. This is the BRI-B site.</p> <p>2.2 It remains unclear why the EDF proposals do not propose to include the land despite the excellent pedigree attached to it in the comments submitted at Stage 1 and highlighted by DWH in the October 2010 consultation.</p> <p>2.3 There appears to be no feedback Report in the documentation published by EDF on the Stage 2, October 2010 consultation so it is impossible to see why the BRI-B site continues to be omitted or provide a response to the previously submitted comments made by DWH.</p>	89778-943-2546	/			

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			<p>2.4 In the absence of this it is clearly very difficult to understand why the site has been omitted by EDF but at the same time is included in the emerging SPD and shown by the two Councils, who supported its inclusion in the Stage 1 process.</p> <p>2.5 In Section 23 of the responses, published as part of the first Stage 2 document, Sedgemoor Council noted that BRI-B:</p> <ul style="list-style-type: none"> -Is on the A39 which requires visual improvement; -Is their preferred choice for development because of its regeneration benefits; and -Development of the area would fit well with the Vision objectives for the wider area. <p>2.6 Despite this positive support and preference above other locations the site has not been included in Stage 2, apparently without justification.</p> <p>2.7 DWH note that in the SPD recognises the merits of the area quoting in turn the Bridgwater Vision document:</p> <p>"...new development will help create a greener and more pedestrian friendly environment incorporating improved pedestrian routes to public transport networks and completing the link from the North East Bridgwater site to the town centre."</p> <p>2.8 The SPD continues by noting the importance of the site as part of the group of sites being considered by EDF.</p> <p>2.9 The SPD is clear in setting out that given the site together with Innovia and the College form a cluster it would be sensible to consider the relationships between the sites and the potential for wider regeneration objectives to be fulfilled.</p> <p>2.10 The SPD shows how the potential of linking the Innovia site to BRI-B across the railway should be promoted. Despite this it is noted that in the EDF document there is no such potential link shown on the Innovia plans - Figures 6-8 - and the BRI-B site is omitted completely.</p> <p>2.11 The EDF document is clearly out of step with the emerging SPD, and is therefore missing a major opportunity to bring forward a co-ordinated set of proposals that have genuine long lasting regeneration benefits as the SDP sets out. In the absence of such analysis it is considered that this decision should be reconsidered in consultation with Sedgemoor Council and the other land owners.</p>					

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David Wilson Homes	Consultee with an interest in land at Stage 1	Stage 2 Update	<p>3.0 The BRI-B Site in the emerging SPD</p> <p>3.1 The BRI-B Cattle Market site is shown to have clear merits in the emerging SPD which DWH fully support.</p> <p>3.2 The SPD notes that this site is very close and within easy reach of the town centre, and provides an opportunity to deliver and create sustainable development, and enable links to be made and connections between the Bristol and Bath Roads as noted above.</p> <p>3.3 This is shown in the SPD in the constraints and opportunities plans but is a clear missed opportunity in the EDF documentation.</p> <p>3.4 It goes on critically to note: "The design should respond to the objectives, priorities and guidance contained in the Bridgwater Vision and should align with the Masterplan proposals for North East Bridgwater."</p> <p>3.5 It is clear that the Council see the BRI-B site as a site which is a part of the wider proposals for the area and that it should be planned as such. EDF's omission of the site undermines this coordinated vision.</p>	89778-943-5531	/			
David Wilson Homes	Consultee with an interest in land at Stage 1	Stage 2 Update	<p>3.8 Overall the omission of BRI-B is a missed opportunity which should be re-examined in consultation with DWH and the other landowners as set out in the SPD.</p>	89778-943-6966		/		