

# Schedule of Responses – Appendix H.1

## *Junction 23 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 & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Air Quality Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor DC.	88400-1241-3841	/			<p>Consultation comments relating to the Junction 23 Associated Development site were received at Stage 1 from Sedgemoor District Council (SDC) and West Somerset Council (WSC). These were primarily related to the need for further air quality assessments to be undertaken, and methodologies to be approved by SDC.</p> <p>At the Stage 1 consultation stage, an initial air quality consultation meeting had been held with WSC and SDC (on 9 December 2008). Two further air quality consultation meetings have been subsequently held with WSC and SDC (and their environmental advisors). The methodologies applied to the air quality impact assessment were discussed and agreed with SDC during these consultation meetings. A summary of the key outcomes of these consultation meetings is provided in the <b>Air Quality Chapter (Chapter 10 of Volume 8) of the Environmental Statement</b>, submitted with this application for development consent.</p>

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is no cumulative assessment or discussion of other potential cumulative effects	89388-1236-2574	/			<p>The approach to assessing the cumulative air quality impacts associated with the Hinkley Point C (HPC) Project has evolved following the Stage 2 consultation. The cumulative impacts of the proposed HPC Project with other committed and proposed development are considered in the <b>Cumulative Effects Volume (Volume 11) of the Environmental Statement (ES)</b> submitted with this application for development consent. 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 the <b>Cumulative Effects Volume of the ES</b>.</p> <p>The vehicular air quality impacts on the wider highway network, associated with the operation of the Junction 23 AD site, have been assessed for all traffic generated by the HPC Project, and the assessment also considers other committed development traffic generated by other non-HPC projects. Therefore the assessment of both construction and operational vehicular emissions is a cumulative assessment. No further cumulative effects are considered to arise during the operation of the Junction 23 AD site. The potential for cumulative effects during the Junction 23 AD site construction phase is considered to be small; this is discussed within the <b>Cumulative Effects Volume of the ES</b>.</p>

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Tractivity 62469	Public	Stage 2	The pollutants and dust generated by more traffic crawling along that road will be intolerable.	89469-1235-11164			/	Comments on the potential impacts on air quality as a result of the Junction 23 Associated Development site were received at the Stage 2 consultation. The comments focused upon the perceived impacts, the inappropriate downgrading of construction dust impacts due to their temporary nature and need to use the updated air quality impact significance criteria published following the Stage 2 consultation.
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 predicted air quality near the M5 is likely to be an overestimate as the model cannot account for the M5 being in cutting	89388-1235-3022			/	Within the <b>Air Quality Chapter of Volume 8 of the Environmental Statement (ES)</b> submitted with the application for development consent, the fugitive dust and PM <sub>10</sub> 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 have therefore been assessed on the basis of the risk posed by the Junction 23 AD construction site and the proximity of sensitive receptors. Whilst 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.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Significance has not always followed the methodology stated which has also been superseded since the EnvApp was written. The temporary nature of construction impacts has been used to justify downgrading of impacts, an approach which is not supported.	89388-1235-3873	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Potential beneficial impacts are not identified, assessed or enhanced.	89388-1235-4766			/	The significance criteria applied to the assessment of air quality impacts has been updated to take account of the latest published guidance Environmental Protection UK (EPUK). Development Control: Planning for Air Quality (2010 Update) (2010) as referenced in the <b>Air Quality Chapter of Volume 8 of the ES</b> .
Highways Agency	Statutory Consultee	Stage 2	3.100 The results show that the greatest impact for an increase in modelled NO <sub>2</sub> and PM <sub>10</sub> concentrations occur in the vicinity of M5 J23 and J24, however, these increases are deemed to be negligible using the ADMS-Roads dispersion modelling software. However, the impact significance has not been determined in accordance with current guidance, Development Control: Planning for Air Quality (2010 Update) published by EPUK in April 2010. The report states that the impact significance will be determined using current guidance when the final EIA is undertaken and ES prepared which will be submitted as part of the DCO. This work must be undertaken and submitted to the Agency to allow a reappraisal of the impact on the SRN.	89174-1226-1786	/			

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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	Air Quality Further Air Quality assessments are to be undertaken by EDF Energy. The methodologies will need to be consistent with current UK guidance and the methods and results will need to be approved by Sedgemoor DC.	88400-1234-3841	/			<p>Comments with regard to air quality methodology for the Junction 23 Associated Development (AD) site were received at Stage 2 consultation. These related to the need to include the pollutant PM<sub>2.5</sub>, non-work related construction worker trips and operational traffic within the assessment of vehicular emissions, and clarification on whether model verification has been undertaken. Use of updated air quality impact significance criteria published following Stage 2 was also recommended. SDC and WSC also referred to the perceived inappropriate downgrading of construction dust impacts due to their temporary nature, and requested that consideration be given within the air quality assessment to the observed lack of decrease in NO<sub>2</sub> concentrations over the past few years.</p> <p>Emissions of PM<sub>2.5</sub> from vehicle exhausts have been considered within the <b>Air Quality Chapter of Volume 8 of the Environmental Statement (ES)</b> submitted with this application for development consent, and their impacts have been assessed. Non-work related trips of construction workers have also been considered, and the trips generated have been included in the traffic flows used to inform the assessment of vehicular emissions during the construction and operational phases. Model verification has also been undertaken. Full details of the model verification process are provided in the supporting <b>Air Quality Modelling Report</b>.</p> <p>Within the <b>Air Quality Chapter of Volume 8 of the ES</b>, the construction impacts on air quality are all assessed in line with current published guidelines, in addition to the professional experience of the air quality assessor. Impacts have therefore been assessed on the basis of the risk posed by the construction site and the proximity of sensitive receptors. Whilst qualitative comments have been made regarding the temporary and likely infrequent nature of these construction (non-vehicular) impacts, the magnitude of these impacts has not been downgraded based upon their temporary nature. Rather, best practice and mitigation measures have been proposed to minimise potential impacts to an acceptable level.</p> <p>The lack of observed decreases in ambient NO<sub>2</sub> concentrations in future years has been discussed in</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>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.</li> </ul>	89388-1234-917	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>No assessment of very fine particles (PM25) has been included beyond the identification of assessment criterion.</li> </ul>	89388-1234-1082	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>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.</li> </ul>	89388-1234-1200	/			
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 downgrades the potential for impacts because they are temporary. This approach cannot be supported as mitigation may be required regardless of the duration of the activity and residual impacts may still be significant.	89388-1234-1478		/		

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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	Future changes in air quality are estimated using Government guidance and assumes that concentrations will decrease with time as reductions in vehicle emissions take effect. This assumption is not supported by air quality measurements in most locations and this potential fault in the method is not discussed. Additional monitoring would assist in this matter.	89388-1234-1738	/			<p>the <b>Air Quality Chapter of Volume 8 of the ES</b>. In order to take account of uncertainties regarding trends in NO<sub>2</sub> concentrations over time, the approach taken within the <b>ES</b> has been to undertake a worst-case sensitivity test whereby no reduction in vehicle emission rates or background concentrations over time has been assumed. This is in addition to the standard assessment methodology, where the currently published guidelines have been followed (i.e. vehicle emission factors and background concentrations reduce in future years).</p> <p>The significance criteria applied to the assessment of air quality impacts has also been updated to take account of the latest published guidance from Environmental Protection UK (EPUK). (Development Control: Planning for Air Quality (2010 Update)) <b>as referenced in the Air Quality Chapter of Volume 8 of the ES</b>.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The EnvApp concludes that if the predictions were halved the annual mean air quality objective for NO <sub>2</sub> would not be exceeded. This conclusion is not supported and may need to be proved with additional monitoring during construction.  Model verification is unclear as to whether a factor has been applied to the data or not.	89388-1234-3520	/			
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. However, given the location of receptors (relatively distant) the conclusions of the assessment are supported.	89428-1234-2504		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Potential beneficial impacts are not identified, assessed or enhanced. There is no assessment of very fine particulate matter (PM <sub>2.5</sub> ).	89428-1234-2793	/			
Highways Agency	Statutory Consultee	Stage 2	3.100 The results show that the greatest impact for an increase in modelled NO <sub>2</sub> and PM <sub>10</sub> concentrations occur in the vicinity of M5 J23 and J24, however, these increases are deemed to be negligible using the ADMS-Roads dispersion modelling software. However, the impact significance has not been determined in accordance with current guidance, Development Control: Planning for Air Quality (2010 Update) published by EPUK in April 2010. The report states that the impact significance will be determined using current guidance when the final EIA is undertaken and ES prepared which will be submitted as part of the DCO. This work must be undertaken and submitted to the Agency to allow a reappraisal of the impact on the SRN.	89174-41-1786			/	



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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 mitigation during construction, only a list of possible measures. Hence it is not possible to establish if the impacts predicted during construction will occur.	89388-1237-2104		/		<p>Comments with regard to air quality mitigation for the Junction 23 Associated Development (AD) site were received from Sedgemoor District Council (SDC) and West Somerset Council (WSC) at Stage 2. These related to clarification of the mitigation measures that would be committed to in order to mitigate any potential air quality impacts.</p> <p>Proposed management measures that would be employed during the construction phase of the Junction 23 AD site are outlined in the <b>Air Quality Chapter of Volume 8 of the Environmental Statement (ES)</b>. Further description of these management measures, along with details of roles and responsibilities, environmental audit reporting and dust complaint investigation procedures, is provided within the supporting <b>environmental monitoring and management plan (EMMP)</b> and <b>Associated Development Air Quality Management Plan (AQMP)</b>.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is no commitment to any mitigation so the impacts could be greater than that predicted.	89388-1237-4149		/		
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.	89428-1237-2696		/		

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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.	89388-1238-519	/			<p>Comments with regard to air quality monitoring from Sedgemoor District Council (SDC) and West Somerset Council (WSC) for the Junction 23 Associated Development (AD) site were received at Stage 2 of the consultation. These related to the monitoring of residual air quality effects and the suggestion for additional air quality monitoring to determine whether impacts have been adequately assessed and whether the proposed mitigation is effective.</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>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Future changes in air quality are estimated using Government guidance and assumes that concentrations will decrease with time as reductions in vehicle emissions take effect. This assumption is not supported by air quality measurements in most locations and this potential fault in the method is not discussed. Additional monitoring would assist in this matter.	89388-1238-1738			/	
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.	89388-1238-2373	/			
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 if the predictions were halved the annual mean air quality objective for NO2 would not be exceeded. This conclusion is not supported and may need to be proved with additional monitoring during construction.  Model verification is unclear as to whether a factor has been applied to the data or not.	89388-1238-3520	/			



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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	3. The M5 Junction 23 area does have a potential for land contamination based on historic uses, although the pre-application reasonably describes this as "unlikely to be a significant issue" (pg 207-208, pdf pgs 224-225).	87950-1251-5057			/	At Stage 2 the Environmental Appraisal presented information on the baseline conditions for the proposed development site using solely desk-based information. At the time of the Stage 2 consultation, details of a site investigation were not available.  The historical maps used for the assessment at this time were copies of library maps and the quality was not suitable for replication. 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	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.  Basing the assessment on desk study information is acceptable. However, 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.	89388-1251-12650	/			As part of the development of <b>Chapter 12 of Volume 8 of the Environmental Statement (ES)</b> the historical land use of the site has been reassessed using additional data not available at Stage 2 and includes more recent historical land use maps covering the proposed development site and surrounding area. Historical maps will be made available for review by stakeholders via appendices to the <b>ES</b> .
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.	89388-1251-15831	/			Planning history records, although discussed within <b>Chapter 12 of Volume 8 of the ES</b> , are not included as part of the submission as they are available through Sedgemoor District Council (SDC) and therefore are already available to stakeholders.  The Environmental Appraisal submitted at Stage 2 presented a preliminary Conceptual Site Model (CSM) that did not consider potential new sources of contamination during the operation of the proposed development site. As part of the development of <b>Chapter 12 of Volume 8 of the ES</b> potential new sources of contamination are now identified for this phase of work. The CSM is designed to be indicative and not exhaustive although <b>Chapter 12 Volume 8 of the ES</b> does provide a more comprehensive list that presented at Stage 2.
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 planning records discussed within the EnvApp are not included within the document, and so these have not been independently verified.	89388-1251-18539		/		An intrusive site investigation was undertaken at the

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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 conceptual site model is adequate, although not exhaustive.	89388-1251-20112	/			<p>proposed development site in May and June 2011. The investigation included soil, soil leachate and groundwater sampling and analysis and confirmed that although limited Made Ground was present at the site it did not pose a significant risk. The results and associated risk assessments are presented within <b>Chapter 12 of Volume 8 of the ES</b>.</p> <p>In accordance with standard good practice an <b>Environmental Management and Monitoring Plan (EMMP)</b> has been developed for implementation during the construction of the proposed development and forms <b>Annexe 4 of the ES</b>. The <b>EMMP</b> outlines the potential environmental impacts and proposes mitigation measures to be implemented and associated monitoring requirements.</p> <p>The <b>EMMP</b> outlines proposals for the routine testing of soils for comparison with the appropriate thresholds/acceptability for re-use criteria, as well as procedures for tracking and recording material placement and ensuring that any identified unsuitable materials and/or contaminated soils will be removed and/or remediated and validated as appropriate.</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	Land Contamination and Waste Further contaminated land assessments/surveys are to be undertaken by EDF Energy on relevant sites. These will need to be reviewed and approved by Sedgemoor DC when they are completed. If these surveys identify contamination risks then further work may be required.	88400-1259-3540	/			At Stage 2 intrusive investigations had not been undertaken at the proposed development site. Investigations have since been undertaken on behalf of EDF Energy in May and June of 2011. The investigations have been carried out in accordance with relevant guidance, BS5930:1999 and BS10175:2011 and include the reporting of ground conditions and the collection and analysis of soil and groundwater samples.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consultation responses, in particular, details of any site investigations or reclamation schemes that the Environment Agency or local authorities are aware of should form part of the baseline assessment.	89388-1259-12158	/			The findings of the intrusive investigations including relevant risk assessment are presented within the <b>Geology, Land Contamination and Groundwater Chapter, (Chapter 12, Volume 8) of the Environmental Statement (ES)</b> and its technical appendices.

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- There is limited information on possible residual effects, e.g. possible ground contamination from fuels, and remediation measures.	89203-1253-3434	/			<p>The Environmental Appraisal presented at Stage 2 of the consultation process provided an initial assessment of potential impacts as details of the proposed development (e.g. designs, plans etc) were in the early stages of evolution. Following intrusive investigations a full assessment of the significance of the potential impacts associated with land contamination during the construction, operation and removal/reinstatement of the proposed development site has been undertaken and is presented in <b>Chapter 12 of Volume 8 of the Environmental Statement (ES)</b>.</p> <p>In accordance with standard good practice an <b>Environmental Management and Monitoring Plan (EMMP)</b> will be developed for implementation during works on the proposed development site. Details of how the commitments to routine testing, tracking of material placement, assessment for re-use criteria (ensuring any identified unsuitable material will be assessed removed or remediated as appropriate), validation testing and inspection will be implemented will be provided in site-specific management plans.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of residual effects included within the EnvApp assumes that the proposed mitigations are correctly implemented and effective, however and without checks and audits, for instance included within the framework of an effective EMMP, this is unlikely to be sustained.	89389-1253-6210	/			

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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 criteria described in Table 6.7.1 are adequate. In Table 6.7.2: for geology, the concept of change is used, although it is not clear what is meant by this and change could occur anyway, e.g. erosion.	89389-1252-1274	/			<p>Junction 23 – Contaminated Land and Geology – Methodology</p> <p>At Stage 2, the assessment criteria for magnitude included discussion about the 'responsible party'. The table and criterion have been subsequently reviewed and revised. Details of the methodology and tables detailing the topic specific magnitude, value and sensitivity and site specific assessment criteria are presented in the Chapter 12 of Volume 8 of the Environmental Statement (ES). This chapter also includes information on the methodology for assessing the significance of impacts. More detail, including a table showing the criteria for each significance level, is presented within Volume 1 of Chapter 7 of the ES.</p> <p>The implementation of the Environmental Management and Monitoring Plan (EMMP), and associated site and topic specific management plans and the adoption of standard good practice measures during the construction and operation of the proposed development site will mean that no formal intrusive investigations will be required prior to restoration of the site as no significant contamination is expected to be present on site at the end of the operational phase.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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 and even if this is possible that party may no longer exist or be traceable. If this criterion is to be used, it may be better to say "very significant change to the extent that UK legislation is contravened leading to prosecution".	89389-1252-1481	/			
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 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.	89389-1252-2336	/			
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>	89428-1252-3536	/			

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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	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.	89388-1255-16654	/			As part of the Environmental Appraisal at Stage 2 of the HPC consultation, distances were given to the location of potentially contaminative land uses or other relevant feature surrounding the site based upon the proposed development site boundary current at that time. As part of <b>Chapter 12 of Volume 8 of the Environmental Statement (ES)</b> the distances have been reassessed and revised where necessary based on revisions to 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	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 (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.	89389-1255-4104	/			The intrusive investigation undertaken following Stage 2 have not identified any significant contamination therefore a detailed remediation/reclamation strategy is not considered necessary for this site. However, small/minor, localised areas of slightly elevated contaminants and Made Ground will be dealt with in accordance with procedures identified under the <b>Environmental Management and Monitoring Plan (EMMP)</b> and associated site and topic specific 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.	89389-1255-5284	/			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. The adherence to legislative requirements and adoption of standard good practices has been assumed as part of the



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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation measure such as good standard working methods which will be adopted via and EMMP must be validated/audited as happening on site.	89428-1255-3117	/			<p>impact assessment and these elements are not considered as formal mitigation within the context of the EIA. Given the adoption of these measures, no significant impacts associated with geology and land contamination 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.</p> <p>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.</p> <p>In accordance with standard good practice an <b>EMMP</b> has been developed for implementation during the construction of the proposed development and this is set out at <b>Annex 4 of the ES</b>. The <b>EMMP</b> details the potential environmental impacts and mitigation measures to be implemented and associated monitoring requirements.</p> <p>The <b>EMMP</b> outlines proposals for the routine testing of soils for comparison with the appropriate thresholds/acceptability for re-use criteria, as well as tracking and recording of material placement and ensuring any identified unsuitable materials and/or contaminated soils will be removed and/or remediated and validated as appropriate. Details on how these measures will be implemented will be provided in the site-specific management plans which will be adopted during the construction</p>

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Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	The certainty of this development will bring into sharp focus the important role that junction 23 of the M5, together with the junctions known as "Greenfish" and the "canon" roundabouts in Bridgwater, will have to play, and undoubtedly the volume of traffic around junction 23 will greatly increase over the coming years. This gives further weight to our suggestion that the proposed Park and Ride facility suggested for Puriton, (where it is anticipated that there will be space for 750 vehicles) could be divided between junctions 22 and 23 of the M5 motorway.	10220-1195-15701		/		This response addresses comments received in respect of discounted sites with regard to the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.
Burnham-on-Sea & Highbridge Town Council	Statutory Consultee	Stage 2	Whilst appreciating that junction 22 itself proposes some difficulty in terms of a suitable area of land for such a facility, we have identified a site, which could fulfil the role my Town Council envisages in bringing employment opportunities to this area. This site is on the Isleport Business Park, some mile from junction 22, and which has been vacant since the business park first came into being in 1989 and is still vacant today, and as far as we are aware is in the ownership of Mr Richard Mead whose business interest is the Yeo Valley Creamery, the headquarters of which are based at Cannington. It is our understanding that the site (the hatched area on the enclosed map) was originally intended for expansion of the Yeo Valley business on the Isleport Business park but instead this expansion took over the former Fyffe banana ripening store (also on the Isleport Business Park), as a result of which this site has lain dormant for over 20 years.	10220-1195-16267		/		The rationale for the location of the proposed Junction 23 site is set out in the <b>Transport Assessment</b> and the appended <b>Freight Management Strategy</b> as well as the <b>Alternative Site Assessment</b> which is appended to the <b>Planning Statement</b> . As stated within these documents, there is a clear strategic requirement of the HPC Project for park and ride facilities, freight management facilities, a consolidation facility for postal/courier deliveries and the induction centre to be provided close to Junction 23 of the M5. These documents also explain the size of facilities required at Junction 23.  The <b>Alternative Site Assessment</b> sets out the site selection methodology and explains the justification for discounting alternative sites. The <b>Alternative Site Assessment</b> explains that six sites around Junction 23 were considered during the project evolution, having regard to existing areas of commercial and residential development in the vicinity of the Junction. The sites were then 'filtered' by applying the three key criteria: size/availability, location and access to determine the most suitable location. The <b>Alternative Site Assessment</b> clearly demonstrates that five of the sites had fundamental flaws in terms of either size restrictions, the presence of existing or permitted development, location, accessibility, or a combination of those factors, such that these sites were fundamentally unsuitable and/or inappropriate. For EDF Energy to have pursued them any further would have been illogical as they do not meet the defined key operational prerequisites.  With regard to the site suggested at Junction 22 of the M5, it is identified on the Sedgemoor District Local Plan (1991-2011 Adopted Version) (2004) Proposals Map as being located within the 'Development Boundary'. It is also identified on the Proposals Map as 'Land with planning permission, or otherwise committed for: Industrial, warehouse and business use (significant sites only)'. The Sedgemoor District Local Development Framework Core Strategy (Proposed Submission) (March 2011) states in Table 5.12: 'Employment Land Supply and Jobs Trajectory' that Isleport is a 'Committed site within urban area'
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Details of the site selection process are presented in Volume 3 of the Environmental Appraisal for accommodation campuses, Cannington 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.	89296-1195-765	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Alternative sites around J23 have been considered but ruled out. In transport terms their rejection is not based on a quantified assessment of traffic impacts.	89387-1195-9192			/	
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 alternatives discusses a number of sites that are described as 'not large enough' - 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.	89388-1195-6232		/		

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Alternatives around J23 have been considered but ruled out. In transport terms their rejection is not based on a quantified assessment of traffic impacts.	89428-1195-1314			/	and suitable for B1(b)(c) uses. The phasing for this is short/medium term. Table 5.12 also identifies that an 'Isleport extension' site for B1(a)(b)(c) and B8 uses will be identified through a subsequent allocations Development Plan Document. The broad location of the extension is described as 'adjacent to Isleport'.  Emerging Core Strategy Policy P3: 'Burnham-on-Sea & Highbridge' states that land adjacent to Isleport Business Park is identified as a preferred greenfield location to facilitate an extension to provide additional employment land (B1, B2 and B8) to accommodate approximately 1,000 jobs. Paragraph 6.71 of the emerging Core Strategy states that the forthcoming Burnham and Highbridge Supplementary Planning Document/Development Plan Document will include a Masterplan and design principles for the identified preferred greenfield location for employment on land adjacent to Isleport Business Park. Paragraph 6.58 also makes reference to Isleport Business Park and states how the Council's Employment Land Review highlights the potential for the expansion of the Isleport Business Park to meet the additional employment land requirements identified in the spatial strategy. It is clear therefore that Sedgemoor District Council has identified the site as a potential site for employment development.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.37. J23-B Search Area (Figure 4.10) - This site has previously been the subject of development proposals. There are two alternatives for access; left in-left out or a large roundabout, both of which have been previously agreed by SCC.	88010-1199-1670			/	Furthermore, the site at Junction 22 is too small to accommodate EDF Energy's proposals at Junction 23. Burnham-on-Sea & Highbridge Town Council have suggested in their responses that the site at Junction 22 could accommodate 350 cars. However, it would not be efficient from an operational perspective for EDF Energy to split its park and ride facilities to the north of Bridgwater and it would lead to impacts from the facilities occurring over a wider area. Finally, it is considered that any site located at Junction 22 would not sufficiently intercept traffic travelling from the east. There would also be additional issues arising from provision of a site at Junction 22 since the potential site was some 2km from the motorway junction meaning that traffic would be present on the local road network (A38) for a much greater distance than for the proposed Junction 23 facility which is less than 1km from the motorway junction.
Tractivity 62473	Dual - Consultee with an Interest in Land and Public	Stage 2	The now redundant British Cellophane site has its own sidings etc. This site is at least in part now owned by EDF and should be used for freight logistics & fabrication.	10091-1199-7885	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	<p>Junction 23 of the M5 has been identified as a potentially suitable area for a park and ride facility to accommodate up to 750 cars and a freight consolidation facility for road- borne freight.</p> <p>The J23-A area lies in Flood Zone 3a. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (&gt;1%) or a 1 in 200 or greater annual probability of flooding from the sea (&gt;0.5%) in any year. It is defined in PPS25 as floodplain, but allows for some flood resilient uses. A FRA is to be undertaken which should seek to identify any potential impact on the SRN should flooding occur, in addition to a further assessment of any direct effects on watercourses and drains in consultation with Somerset Consortium of Drainage Boards. The Agency requires consultation on the conclusions of both assessments.</p>	88870-1314-1581	/			The baseline comments for Junction 23 of the M5 site came from the councils and the Highways Agency and were received at Stage 1, Stage 2 and Stage 2 Update consultations. These comments are general statements regarding the development proposals and flood risk situation of the proposed Junction 23 site. They highlight the changes in the development proposals (i.e. increases in park and ride spaces) and the fact that the site is located in an area designated by the Environment Agency as Flood Zone 3, meaning it is assessed as land having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Search areas J23A and J23B are located in Flood Zone 3	89386-1314-3544			/	A detailed <b>Flood Risk Assessment (FRA)</b> has been prepared for the Junction 23 site and has been submitted with this application for development consent. This considers the potential sources of flooding at the site. The accompanying <b>Overarching Flood Risk Assessment Report (OFRAR)</b> also provides further information regarding the suitability of each of the Hinkley Point C associated development sites in relation to the requirements of <b>Planning Policy Statement 25</b> , which sets out the Government's national policy on Development and Flood Risk planning in England.
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	<p>2.3.6 The proposed park and ride facility remains on the same site as before on the west side of the A38 at the Dunball Roundabout. The layout has been altered to increase the number of spaces from 772 to 1,420. The site will also operate as a freight management facility to reduce the number of transport movements through Bridgwater and Cannington. Upon completion of Hinkley Point C Station, the site could remain in place or be restored to a green field site.</p> <p>2.3.7 In terms of current flood risk, the site lies in an area designated as Flood Zone 3 that is at risk of flooding but is protected by flood defences.</p>	89865-1314-7896			/	



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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Park and Ride facility (750 cars): Drainage and pollution prevention measures should be fully investigated. Appropriately sized interceptors will be required to deal with the drainage for a 750 car, park and ride. Sustainable Urban Drainage development techniques should be looked into for design of this area to try and reduce the effect of the development on the surrounding environment.	88830-1319-12417	/			<p>Comments received from the Environment Agency, Councils and members of the public at the Stage 1, Stage 2 and Stage 2 Update consultations requested further clarity and information regarding the proposed drainage arrangements for the park and ride and freight management facility at Junction 23 of the M5. To address these concerns, a detailed drainage strategy has been developed for the site, which is included in the <b>Flood Risk Assessment (FRA)</b> which has been prepared for the Junction 23 site and has been submitted with this application for development consent.</p> <p>The proposed design has taken due consideration of the Sustainable Drainage Systems (SuDS) hierarchy, and will ensure that the surface water is adequately managed and attenuated on-site. If the proposals are approved and developed, run-off water would be collected by a series of carrier drains and permeable paving with subsurface storage. Water would, in turn, drain to a detention basin and discharge via a new outfall underneath the existing flood defences to the River Parrett. Flows for the new highway access area would drain to the existing highway drainage system, subject to agreement with the highway authority.</p> <p>This strategy also has regard to a number of Environment Agency comments which indicated that its preferred option would be for discharges from the site to be made via a new outfall through the defences; the development of an adequate surface water drainage which accommodates tide lock storage and specific measures (including oil interceptors) to ensure the quality of water discharged from the site.</p> <p>Summary details of the drainage strategy are presented in <b>Volume 8 – Chapter 13 of the Environmental Statement</b>, which has also been submitted with this application for development consent, while the full drainage strategy is included within the <b>FRA</b> prepared for the Junction 23 site.</p>
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. The Bridgwater A is a good use of what is now a derelict site - Bridgwater C - would these facilities be given as a goodwill gesture to the ever-growing college? Junction 23/M5 – Here's hoping the surface water drainage measures are adequate as a former houseowner of Bristol Road, we know how the surrounding areas do flood - again a reason why the question of traffic exploding on A38 Bristol Rd is surfaced.	9671-1319-4767	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The drainage philosophy proposes 3 discharge locations for the surface water runoff. Our preferred option would be the third one, constructing a new outfall through the defences.	89080-1319-3248	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	If option 1 and 2 are chosen for the discharge location, it will need to be demonstrated that the rhynes will have the capacity to deal with the runoff. As the area is tidal, surface water attenuation and limitation to greenfield runoff is not required. The drainage philosophy should be to take the surface water away from the site as quickly as possible.	89080-1319-3444	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Authorities position May 2010 It is considered likely that works to the flood defences will be necessary to provide the site with adequate protection. The IDB should also be consulted in relation to the local rhyme system Update August 2010 The approach to mitigating loss of drainage, increased surface water runoff and flood risk provides three options. However, additional detail is required to know if they are technically feasible or practical. Works required include realignment/replacement of the existing drains/rhynes and the implementation of a surface water management system. It is reported that the detail is contained within the Flood Risk Study (FRS).	89329-1319-4173	/			

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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>As this is a greenfield site, a robust surface water strategy is essential. The surface water strategy for the development (including the approach to sustainable drainage) is very light on detail and not sufficient for PPS25 compliance. Detailed drainage designs have not been included.</p> <p>The study does present three options for surface water drainage, but presents them more as a feasibility study and does not confirm a preferred option, suggesting a detailed assessment is required. It is unclear if there is a sustainable drainage option available for the development of this site?</p> <p>The study did not include any analysis, design or strategy for the existing drains crossing the site, which would require diversion or abandonment.</p>	89409-1319-2441	/			
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.	89864-1319-1913	/			



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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	<p>-Flood Risk</p> <p>Both sites 23A and 23B fall wholly within the same flood risk zone flood zone 3a. The Sedgemoor DC SFRA level 2 document covers detailed tidal flood risk depth, velocity and hazard mapping for site J23B, but not J23A unfortunately. We believe that site 23B has been designated as a high hazard area due to its immediate proximity to the existing Parrett flood defence embankments, should they overtop or fail. Whether it is at higher hazard than site 23A is not possible to state at present without further modelling work.</p> <p>We have no objections in principle to either site being used for less vulnerable parking and/or freight uses, subject to an appropriate FRA. Both sites are subject to flood risk from breach and/or overtopping of the existing Parrett tidal defences. Mitigation would be required to manage residual flood risk. This could include ground level modifications, protection banks/bunds/moats around site perimeter, new surface water drainage scheme connections, flood resilience/resistance in construction, safeguarding any existing rhine corridors and flood warning/evacuation plans. Principal access/egress also at tidal flood risk.</p>	88830-1317-10860	/			<p>A number of comments from the Highways Agency, Environment Agency and Councils, provided at Stage 1 and Stage 2 consultations, requested additional information regarding the siting of the proposed development at Junction 23 and further justification of the development using the Government's <b>Planning Policy Statement 25 sequential test process</b> (which sets out the Government's policy on developments and flood risk). This justification is presented in the updated <b>Overview Flood Risk Assessment (OFRAR)</b> which covers all of the Associated Development sites and has been submitted with the application for development consent. This document includes an evaluation of each of the Associated Developments in relation to the requirements of PPS25. The <b>OFRAR</b> also highlights the rationale for the selection of the Junction 23 site and the specific PPS25 issues which relate to this proposed development.</p>
Highways Agency	Statutory Consultee	Stage 1	<p>Junction 23 of the M5 has been identified as a potentially suitable area for a park and ride facility to accommodate up to 750 cars and a freight consolidation facility for road- borne freight.</p> <p>The J23-A area lies in Flood Zone 3a. This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (&gt;1%) or a 1 in 200 or greater annual probability of flooding from the sea (&gt;0.5%) in any year. It is defined in PPS25 as floodplain, but allows for some flood resilient uses. A FRA is to be undertaken which should seek to identify any potential impact on the SRN should flooding occur, in addition to a further assessment of any direct effects on watercourses and drains in consultation with Somerset Consortium of Drainage Boards. The Agency requires consultation on the conclusions of both assessments.</p>	88870-1317-1581	/			<p>At the Stage 2 and Stage 2 Update consultations, the Environment Agency and councils requested a more detailed assessment of the potential flood risks at this site. To address these concerns, further work has been undertaken since the Stage 2 Update consultation to assess the potential risks arising from tidal, fluvial, groundwater, rainwater, sewer and artificial (reservoir/canal) sources. This assessment has shown that tidal is the primary flood risk mechanism and EDF Energy has therefore undertaken additional work to model this specific flood risk source.</p> <p>The modelling approach used in the Junction 23 <b>Flood Risk Assessment</b>, which has been submitted with this application for development consent, has also been revised to reflect a range of consultee comments and an integrated multiple domain (IMD) model representing the River Parrett estuary has been developed since Stage 2. This model links the sites at Combwich and Junction 23 and provides a robust means of demonstrating that there would be no increase in flood risk, particularly to third parties, as a result of any of the proposed developments.</p> <p>The specific improvements to the model include additional extreme water levels, surveyed defence levels and bathymetric (depth) data. Sensitivity analysis has also been undertaken to assess the impact of specific parameters used in the model. The</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>Full reference should be taken into account of the Strategic Flood Risk Assessment (SFRA) for Sedgemoor and the Local Development Framework (LDF), and the agreed strategic flood defence solution, the Parrett Barrier. The impact of any works to the Parrett will need to consider the impact on the barrier. Any development within the flood risk areas will trigger a contribution toward the delivery of the Barrier.</p> <p>Account should also be taken of the Shoreline Management Plan and Environment Agency studies on the Parrett, and notably the Steart Managed Realignment Project. As a strategic environmental project for the Severn Estuary there is an expectation from the Environment Agency, Sedgemoor District Council and other partners that EDF will work as part of the project to enhance and enable its delivery, given its proximity to the site and close relationship with Combwich and the Parrett.</p>	88140-1317-2707	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	- Flood Risk Management: The approach to flood risk on this site needs to be developed further to ensure that impact on third parties does not occur. Risk of impact on third parties would exist under current proposals. Compensatory flood storage should be incorporated into proposals and safe access and egress needs to be established.	89069-1317-6424	/			<p>IMD model was also used to assess the impact of the reduction of flood storage and any required mitigation measures.</p> <p>Further information regarding the flood risk assessment is provided in the <b>Junction 23 FRA and the Associated Development Model Report.</b></p>
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	the Tidal Flooding assessments provided have concluded that flood defences need to be raised in order for the site to be safe for the lifetime of the development. The Shoreline Management Plan and the Environment Agency's Parrett Estuary Strategy states that a "hold the line" approach is applicable to this area. The Strategy has split the estuary into flood management units, which have flood risk management policies stating the best solution for each tidal cell. Our biggest concern is that unless appropriately managed, raising the defences will displace water, alter river morphology and increase flood risk to others. This is because raising the defences to protect the site, will remove a wide area of the current tidal floodplain storage.	89080-1317-172	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Due to the sensitivities of the area a variety of options should be assessed i.e. the raising of defences, the realignment of the defences and ground raising with compensatory flood storage. It needs to be demonstrated, through detailed assessments, that the proposal does not have a detrimental impact on the tidal cell or third parties. Any increase in flood risk to the surrounding area is contrary to government policy (Planning Policy Statement 25). A comprehensive assessment should be undertaken,	89080-1317-932	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The tidal cell for this area is sensitive as it is designed to function as a flood storage area to protect the properties in the surrounding area. We are concerned about the relevance this will have for potential flooding risks to the local area and also Bridgwater.	89080-1317-1542	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The scope of assessment needs to be reviewed.	89080-1317-1820			/	

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Detail will need to be supplied indicating where the defences would be raised and how, by providing drawings and calculations. This information should demonstrate that the defences are appropriate, and the probability of a breach. Maintenance details should be addressed and stated.	89080-1317-1990	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Even after raising the defences, Figure 9 in Appendix B shows a residual risk along the access route in an overtopping scenario, with about 500 mm of flooding. Figure 14 in Appendix B shows the access will be through a danger for most and danger for all area, which would be unacceptable.	89080-1317-2376	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	It must be demonstrated that safe access and egress can be achieved with no more than 200 mm of flooding on the access road.	89080-1317-2675	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The FRA does not mention the finish floor level of the welfare buildings.	89080-1317-2893	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Please define the finished floor levels and other mitigation approaches for new buildings when considering the flood risk to the site.	89080-1317-2978	/			

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Highways Agency	Statutory Consultee	Stage 2	3.98 M5 J23 freight logistics and park and ride facility is within Flood Zone 3, however, should the defences fail in breach, then Hazard Mapping rates this site as 'danger for most'. The implication in this scenario is that freight and traffic heading to this site, will probably U-turn back along the A38 link road back to J23. The impact of this traffic movement will need to be considered and mitigated.	89174-1317-1144	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The site is within Flood Zone 3, therefore comprehensive mitigation measures should be provided for any application for development consent. The potential or lack of, for legacy use needs to be explicitly clear.	89203-1317-4412	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Chosen sites in and around Bridgwater and M.5 junctions 23 and 24 must accord with planning policy requirements. Issues such as flood zone must also be taken into account given recent examples of detrimental effect upon major planning proposals.	89263-1317-10205			/	
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 as to how the Sequential Test has been passed as it is stated that this is a Flood Zone 3 site (tidal flood risk)  - The study has failed to confirm whether there is a residual tidal flood risk and no tidal/fluvial joint probability has been presented.	89409-1317-2156	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Residual fluvial/tidal and combined flood risk is not fully recognised or appreciated at the sites where this could impact the site (Comwich, Bridgwater A and C, Main Site (Southern Phase Construction Area) and Junction 23). This is of key concern at the main site where flooding of Holford stream is a regular occurrence yet it is proposed to store material within the streams floodplain.	89423-1317-7468	/			

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Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	The two campus sites in Bridgwater, the M5 Junction 23 Park and Ride site and the Combwich lay down storage site all lie within areas designated as Flood Zone 3, high risk flood areas, but are protected by existing flood defences. Special flood warning measures are likely to be required for these locations. EDF Energy should prepare and put in place a Flood Warning Plan at each of the sites located within Flood Zone 3 areas.	89864-1317-2273	/			
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 and freight management facility shows a number of surface water lagoons on the site and the site-specific Flood Risk Study undertaken for the previous layout describes how the volume and peak surface water runoff will be managed to prevent an increased risk of flooding in the area. More detail is therefore required about how surface water will be managed now that the proposal for this site has changed.	89865-1317-8517	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-provide additional information to indicate how surface water runoff will be managed to prevent an increased risk of flooding in the area of Bridgwater A ,C and on-site Campus's, and the J23 Park and Ride facility now that the proposals for these sites have changed;	89865-1317-15654	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Nevertheless, SDC cannot fully comment on the proposal until a robust and detailed transport strategy is provided, along with a detailed Flood Risk Assessment.	89875-1317-3836	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The logic for the broad location of the proposed Park & Ride site and freight management facility is understood, but the proposal cannot be supported until a robust and detailed transport strategy is provided, along with a detailed Flood Risk Assessment. It is likely that there will be a need to contribute to the Parrett Barrier scheme but it is premature to provide advice on this, pending the technical work on flood risk.	89893-1317-13849	/			

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	There is also a concern that the site at Dunball is located in Flood Zone 3a (High Probability) and that no PPS25 sequential test has been provided to demonstrate that there are no more suitable sites in Flood Zones 1 (Low Probability) or 2 (Medium Probability). This would need to be provided along with a detailed Flood Risk Assessment demonstrating there would be no increase to the risk of flooding in accordance with Local Plan policy CNE15 and emerging Core Strategy policy D1. Sequential tests should be undertaken with reference to all land uses proposed, including the induction and training centre.	89893-1317-16436	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- The overall scale of the proposals has increased significantly, however of the Park & Ride and freight management sites proposed, it is considered that the M5 Junction 23 site is best able to expand in capacity with relatively limited landscape and residential amenity impacts. Flood risk management, however, remains a significant and unresolved matter.	89894-1317-226			/	
Sedgemoor and West Somerset District Council's	Dual - Local authority and consultee with an interest in land (Sedgemoor)	M5 J24 and Bridgwater Highway Improvements	Core Strategy policy D18 states that development proposals for education facilities will be supported where they are at suitable locations within Bridgwater, Burnham-on-Sea and Highbridge, Key Rural Settlements and Sustainable Settlements, are of high quality and sustainable design and are accessible by a range of sustainable transport modes. Sedgemoor DC would welcome the opportunity to discuss with EDFE whether there are appropriate sites closer to the town centre, such as vacant premises in existing industrial estates within the town. Should appropriate premises be available in a location readily accessible by public transport, HPC bus routes, walking and cycling, then this would prevent the need to move the induction centre part way through the construction of HPC. There is also a concern that the provision of a temporary facility at Junction 23 would not be compatible with the strategic flood risk issues.	89960-1444-17879			/	



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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	-Search areas J23A and J23B are located in Flood Zone 3a. PPS25 states that, in this zone, developers and local authorities should seek opportunities to reduce the overall level of flooding in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques.	88390-1320-4384	/			A number of comments from the Councils and members of the public on the draft proposals at Stage 1, Stage 2 and Stage 2 Update requested further consideration of measures which could help mitigate the potential residual risks arising from development at the Junction 23 (of the M5) site. These measures included: potential flood defence improvements; flood warning; and setting of finish floor levels.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- How flood risk will be managed at the site, taking account of the Parrett Barrier proposals, associated embankment improvements and access requirements.	88400-1320-2653	/			These considerations have been central to the work undertaken since Stage 2 to enhance the flood risk model and the specific modelling scenarios which have been run. These model runs have been used to assess: (a) the flood hazard to the proposed development; (b) any changes to flood hazard in the surrounding area resulting from the development, and (c) the impact of different design settings (i.e. platform levels) upon relative flood risk.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- Search areas J23A and J23B are located in Flood Zone 3a. PPS25 states that, in this zone, developers and local authorities should seek opportunities to reduce the overall level of flooding in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques.	88440-1320-4579	/			The results of the current model have shown that the existing site is not predicted to flood in a 0.5% Annual Exceedance Probability (AEP) (1 in 200 year) tidal overtopping event. However, in the event of a breach under the 0.5% AEP tidal event, there could be flooding of the existing site and nearby development. The model also indicated that once the proposed development was in place, there could be an increase in flood depth in existing sites to the east and the flooding would reach areas between the A38 and the railway should there be an event.
Tractivity 473	Public	Stage 1	5. Please give reasons for your preference None of the above options are acceptable. A new road must be provided from close to M5 junction 23 to the existing Hinkley Point access road. This may also provide additional flood defence capability.	9149-1320-1343			/	However, the improvements to the existing flood defences proposed as part of the development would significantly reduce the probability of a breach occurring and the overall risk would not be increased. In addition, the proposed development would reduce flood risk to the land to the north thereby providing betterment to the existing sites.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Although paragraph 20.4 refers to a contribution towards the Bridgwater Alleviation Scheme there is no indication of how the sum of £100,000 has been calculated. The contribution should be calculated through application of the formula set out in the Bridgwater Strategic Flood Defence Tariff (adopted by Sedgemoor District Council as a Supplementary Planning Document (SPD) on the 16th September 2009).	89421-1320-7704			/	In addition to proposed defence improvements, a number of specific flood-based mitigation measures have been identified and are included in the design of the site. These include: setting of the finished floor levels of the induction centre and other key buildings at 7.8m AOD (a minimum of 0.2m above the maximum flood level during a 2020 0.5% AEP breach event); sign-up to the Environment Agency's flood warning service; identification and communication of safe refuge locations; appropriate design of platforms to deal with drainage blockages or events in exceedance of drainage capacity; and management and regular inspection of surface water ditches and related structures.
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 a detailed and comprehensive set of flood risk management measures is required, that should be referred to through requirements and obligations that cross reference to the findings and recommendations of a comprehensive and robust Flood Risk Assessment as well as responding to the requirements of the Bridgwater Strategic Flood Defence Tariff.	89421-1320-9105	/			It should also be noted that the entrance road to the site would be maintained at a minimum level of 7.7m

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Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	The two campus sites in Bridgwater, the M5 Junction 23 Park and Ride site and the Combwich lay down storage site all lie within areas designated as Flood Zone 3, high risk flood areas, but are protected by existing flood defences. Special flood warning measures are likely to be required for these locations. EDF Energy should prepare and put in place a Flood Warning Plan at each of the sites located within Flood Zone 3 areas.	89864-1320-2273	/			AOD. The flood risk model shows that this road would remain dry under the 0.5% AEP 2020 breach event, thereby providing safe egress from the site.  The inclusion of these measures within the design of the site addresses the concerns and comments raised by councils and members of the public during the consultation process.
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-prepare and put in place a Flood Warning Plan at each of the sites located within Flood Zone 3 areas;	89865-1320-16170	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	- Modelling: The modelling requires further development. The data used to represent extreme tide levels and flood defences is not appropriate. The model extent is too small to allow assessment of the impacts of the development on third party assets and our flood defences. Various other data and methods used in the modelling are not adequate. Consequent flood risk management decisions are therefore in doubt until this is resolved.	89069-1315-6763	/			Comments received from the Environment Agency at the Stage 2 Consultation requested further development of the model to allow the assessment of impacts on third party assets and EA flood defences. The modelling approach at the Combrich Wharf site has since been revised and an integrated multiple domain (IMD) model representing the River Parrett estuary has been developed since the Stage 2 consultation. This model now represents tidal overtopping and breach analysis at both the Combrich Wharf and Junction 23 sites, and is discussed in respect of Junction 23 in the <b>Flood Risk Assessment (FRA)</b> which has been submitted with this application for development consent.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The present review has focussed on the baseline model. The review has identified that there are several potential issues with the baseline model and therefore this will have an impact on model results. The post development scenarios should be reviewed once changes to the baseline model have been implemented.	89094-1315-55	/			<p>Specific Environment Agency review comments were incorporated in the development of this model, including: additional hydrological assessment; further clarification on catchment delineation; updates of roughness values; additional extreme water levels; surveyed defence levels; and bathymetric data. Sensitivity analysis has also been undertaken to assess the impact of specific parameters used in the model.</p> <p>This final model produced links the sites at the Combrich Wharf and Junction 23 sites and provides a robust means of demonstrating that there would be no increase in flood risk, particularly to third parties, if the proposed development is approved. The IMD model was also used to assess the impact of the reduction of flood storage and any required mitigation measures.</p> <p>The supplemental model report provides additional detail on the data sources; sensitivity test results and detailed logs of the model runs undertaken.</p> <p>Further information regarding the modelling approaches undertaken are available in <b>FRA prepared for the Junction 23 site and the Associated Developments Modelling Report</b>.</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	Groundwater sensitivity across the site is characterised as very low. This is considered a valid assessment.	89389-1260-7633			/	At Stage 2 the adoption of standard good practice and control measures are 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 impact assessment and would be adopted as part of the development design and are not considered as specific formal mitigation.
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 conclude that mitigation should be implemented to maintain existing groundwater levels and quality. However, the evidence presented does indicate a very low risk system and therefore mitigation may not be necessary.	89389-1260-10016	/			At Stage 2, the sensitivity of groundwater at the proposed development site was assessed as 'very low', based on the criteria utilised at the time. For the <b>Chapter 12 of Volume 8 of the Environmental Statement</b> , the criteria have been reviewed and refined. However, the value and sensitivity of groundwater receptor has remained as 'very low' based on evidence which indicate that the majority of the site overlies a Secondary B Aquifer (Mercia Mudstone Group). Whilst the northernmost part of the proposed development site overlies a Secondary A Aquifer (Blue Lias Formation), in the absence of any licensed groundwater abstractions within 500m of the proposed development site and the absence of a Source Protection Zone designation for the site or surrounding area, the assessment of value and sensitivity is considered to be appropriate.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The significance assigned is based on the assumption that the underlying strata is very low sensitivity. For the northern section of the site this is incorrect; therefore, the assessment needs to be undertaken assuming a low sensitivity.  The impact of dewatering the site is not investigated in sufficient detail.  There is no consideration of the potential link to surface waters. This would elevate the sensitivity to medium due to the proximity of the River Parrett, King's Sedgemoor Drain and the Bridgwater Bay SSSI and will affect the significance assigned to the impacts.	89397-1260-8703	/			The potential impact to groundwater as a result of dewatering has been assessed and is presented in <b>Chapter 12 of Volume 8 of the ES</b> . On the basis of the proposed development type (i.e. construction of a freight management facility and park and ride facility and associated structures), the excavations which would be required as part of the construction phase of the proposed development were assessed within the ES to be limited in extent, and therefore the depth and quantity of dewatering was considered to be unlikely to significantly impact groundwater resources.  The potential risks posed by contamination on the proposed development site to surface waters are addressed within the <b>Chapter 13 of Volume 8 of the ES</b> .

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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 construction effects is considered generally acceptable, considering the low sensitivity of the underlying strata. Nevertheless, we note that the impact of dewatering the site for construction purposes is not investigated in sufficient detail and further clarity should be provided with regards to this issue.	89389-1268-8792	/			<p>The potential impact to groundwater as a result of dewatering has been assessed and is presented in the <b>Geology, Land Contamination and Groundwater Chapter (Chapter 12 in Volume 8) of the ES</b>.</p> <p>In accordance with standard good practice an <b>Environmental Management and Monitoring Plan (EMMP)</b> will be developed for proposed development and this will be submitted as part of the DCO Application (see <b>Annex 4 of the Environmental Statement</b>). The actions outlined within the EMMP will minimise the potential for adverse impact to groundwater resources. The EMMP 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 conducted following the Stage 2 consultation, were not indicative of the presence of a significant source of contamination at the Junction 23 site. The potential impacts are assessed to be of negligible to minor adverse significance; therefore no need for ongoing groundwater monitoring has been identified.</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 specific commitment to monitoring is provided. It is expected that this will be addressed within the EMMP.	89389-1268-10617	/			<p>The results of the groundwater analysis, conducted as part of the intrusive investigations conducted following the Stage 2 consultation, were not indicative of the presence of a significant source of contamination at the Junction 23 site. The potential impacts are assessed to be of negligible to minor adverse significance; therefore no need for ongoing groundwater monitoring has been identified.</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.	89389-1263-10437	/			<p><b>Chapter 12 of Volume 8 of the Environmental Statement (ES)</b> considers the potential for cumulative effects to occur to the groundwater resources of the proposed development and includes information on the methodology adopted for assessing cumulative impacts.</p> <p>Further detail of the overarching methodology for assessing cumulative impacts is presented in <b>Chapter 7 of Volume 1 of the ES. Volume 11 of the ES</b> provides an assessment of cumulative impacts to groundwater quality arising from the overall HPC Project and the HPC Project with other 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	Cumulative effects of development with those from other elements of associated development on groundwater are not addressed in Section 2.10 of the EnvApp.	89390-1263-8619	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Cumulative effects of development with those from other elements of associated development on groundwater are not addressed in this section of the EnvApp.	89397-1263-10882	/			



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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of the impact of loss of recharge is considered accurate.	89389-1262-9306			/	At Stage 2, the sensitivity of groundwater at the proposed development site was assessed as 'very low', based on the criteria utilised at the time.  For <b>Chapter 12 of Volume 8 of the Environmental Statement (ES)</b> , the table and criteria have been reviewed and refined. However, the value and sensitivity of groundwater receptor has remained as 'very low', which is consistent with the criteria presented in the value and sensitivity tables within the <b>ES</b> . The 'very low' categorisation is based on the evidence which indicate that the majority of the site overlies a Secondary B Aquifer (Mercia Mudstone Group). Whilst the northernmost part of the proposed development site overlies a Secondary A Aquifer (Blue Lias Formation), in the absence of any licensed groundwater abstractions within 500m of the proposed development site and the absence of a Source Protection Zone designation for the site or surrounding area, the assessment of value and sensitivity is considered to be appropriate.
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 impacts on groundwater from development at Junction 23 of the M5 is presented as Section 6.8 to Volume 3 of the EnvApp, to which the comments below largely relate.	89397-1262-6517			/	The potential impact to groundwater as a result of dewatering has been assessed and is presented in <b>Chapter 12 of Volume 8 of the ES</b> . On the basis of the proposed development type (i.e. construction of a freight management facility and park and ride facility and associated structures), the excavations which would be required as part of the construction phase of the proposed development were assessed within the ES to be limited in extent Therefore the depth and quantity of dewatering was considered to be unlikely to significantly impact groundwater resources.  The potential risks posed by contamination on the proposed development site to surface waters are addressed within <b>Chapter 13 of Volume 8 of the ES</b> .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Groundwater sensitivity across the site is characterised as very low. This is not consistent with the sensitivity table which shows that a Secondary Aquifer A should be regarded as low sensitivity.  There is no consideration of the potential link between groundwater and surface waters. This would elevate the sensitivity to medium due to the proximity of the River Parrett, King's Sedgemoor Drain and the Bridgwater Bay SSSI.	89397-1262-7458		/		
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The significance assigned is based on the assumption that the underlying strata is very low sensitivity. For the northern section of the site this is incorrect; therefore, the assessment needs to be undertaken assuming a low sensitivity.  The impact of dewatering the site is not investigated in sufficient detail.  There is no consideration of the potential link to surface waters. This would elevate the sensitivity to medium due to the proximity of the River Parrett, King's Sedgemoor Drain and the Bridgwater Bay SSSI and will affect the significance assigned to the impacts.	89397-1262-8703	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of the impact of loss of recharge is considered appropriate in this situation.  The significance assigned to the impact from site drainage assumes some site mitigation (hydrocarbon separators and sediment traps) and is based on the underlying strata having a very low sensitivity. For the northern section of the site this is incorrect.	89397-1262-9473			/	

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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 significance assigned to the leached material is considered appropriate as it is likely that all potentially damaging material will be removed during construction. The other impacts assume the underlying strata is very low sensitivity. For the northern section of the site this is incorrect.	89397-1262-10072			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Potential construction and operational phase impacts are predicted as generally negligible adverse which is considered acceptable given the sensitivity of the underlying strata. However the impact of dewatering the site is not investigated in sufficient detail. Impacts of decommissioning are similarly adequately considered to be assessed as negligible.	89428-1262-17383	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	During construction at the sites, impacts are generally adequately considered as resulting in negligible adverse effects. The impact of dewatering not investigated in sufficient detail however. Operational and reinstatement effects are similarly assessed to an acceptable standard, with only negligible residual impacts predicted.	89428-1262-17896	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment methodology provided within Section 2.6 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.	89397-1261-7913	/			The impact assessment provided in the Stage 2 Environmental Appraisal (Section 4.8), was undertaken in accordance with the methodology outlined in Volume 1 of the Environmental Appraisal.  The methodology and impact assessment matrix for the <b>Environmental Statement (ES)</b> are presented in <b>Chapter 7 of Volume 1, of the ES</b> . The topic specific methodology, magnitude, value, sensitivity and site-specific criteria are presented in <b>Chapter 12 of Volume 8 of the ES</b> .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	While construction effects are described as generally negligible adverse, this is based on assuming the underlying strata is very low sensitivity. For the northern section of the site this is incorrect.  The impact of dewatering required at the site is not investigated in sufficient detail.  There is no consideration of the potential link to surface waters. This would elevate the sensitivity due to the proximity of the River Parrett, King's Sedgemoor Drain and the Bridgwater Bay SSSI and will affect the significance assigned the impacts  While potential operational effects are generally negligible, this should also take into account the sensitivity of the entire site.	89428-1261-4943	/			The value and sensitivity of the groundwater receptor are considered to be 'very low', which is consistent with the criteria presented in the value and sensitivity tables within the <b>ES</b> . The 'very low' categorisation is based on the evidence which indicates that the majority of the site overlies a Secondary B Aquifer (Mercia Mudstone Group). Whilst the northernmost part of the proposed development site overlies a Secondary A Aquifer (Blue Lias Formation), in the absence of any licensed groundwater abstractions within 500m of the proposed development site and the absence of a Source Protection Zone designation for the site or surrounding area, the assessment of value and sensitivity is considered to be appropriate.  The potential impact to groundwater as a result of dewatering has been assessed and is presented in <b>Chapter 12 of Volume 8 of the ES</b> . On the basis of the proposed development type (i.e. construction of a freight management facility and park and ride facility and associated structures), the excavations which would be required as part of the construction phase of the proposed development were assessed within the <b>ES</b> to be limited in extent. Therefore the depth and quantity of dewatering was considered to be unlikely to significantly impact groundwater resources.

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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	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.	89389-1264-9382	/			At Stage 2 the adoption of standard good practice and control measures are presented as mitigation subsequent to the impact assessment. In the <b>Environmental Statement (ES)</b> , the adherence to legislative requirements and adoption of standard good practice has been assumed as part of the impact assessment and would be adopted as part of the development design and are not therefore considered as specific formal mitigation.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No further mitigation, beyond standard good practice, is proposed for construction, operation or reinstatement.  Applying a precautionary approach would conclude that mitigation should be implemented to maintain existing groundwater conditions especially as the actual magnitude of change has not been quantified.	89397-1264-10394	/			<b>Chapter 12 of Volume 8 of the ES</b> 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 during the construction, operational and removal/reinstatement phases to limit the potential for impact to groundwater resources. Given the adoption of these measures, no significant impacts to groundwater resources have been identified and therefore no specific formal 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	In the absence of further mitigation, residual effects predicted would be similar to those described above.	89397-1264-10741			/	
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 beyond the good site management and the adoption of an Environmental Management and Monitoring Plan (EMMP) is described.	89428-1264-5631	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In summary, we consider that the baseline conditions reported in the document are in general accurate, robust and reasonable for an initial assessment of impacts; however, the lack of assessment of impacts upon Historic Landscape Character (HLC), and the fact that the impact upon setting of heritage features has not been completed, is a significant omission, and must be addressed as a matter of urgency.	89391-1296-3946	/			<p>Desk-based assessment (DBA), non-intrusive surveys and intrusive site investigations were undertaken across the Junction 23 site to collect site-specific data and establish a robust baseline with respect to the historic environment. The DBA sourced data from the Somerset Historic Environment Record and the National Monuments Record and included a review of historic maps, aerial photographs, LiDAR data and information on previous surveys.</p> <p>The Stage 2 Consultation Document explained that a programme of archaeological trial trenching had confirmed that there were no buried archaeological remains within the development site boundary. Following excavation of a deep sondage (test pit) during the trial trench evaluation, it was determined that there is the potential for palaeo-environmental deposits (alluvium) to be present at depth beneath the proposed development site.</p> <p>The Statutory Constraints Section of the Historic Environment Chapter of Volume 8 of the Environmental Statement (ES) considers the scheduled monument “motte and two baileys”, also known as Chisley Mount, to the north-east of the development site.</p>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment gathered baseline information from a variety of sources, including the National Monuments Record, Somerset Historic Environment Record, a review of the Somerset Historic Landscape Characterisation, Somerset Record Office and the South West Archaeological Research Framework.  It is considered that reference to these sources is essential to attain a sufficient understanding of baseline conditions.	89391-1296-4379			/	
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The level of investigation undertaken is sufficient to assess the on-site impact of the scheme.	89391-1296-5065			/	
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Setting issues will be reassessed once plans have been finalised. Impacts to HLC have not been undertaken and will be included once landscape mitigation proposals have been finalised.	89391-1296-5639	/			
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In absence of the completed assessment of the residual effects on the historic landscape it is considered that it would be appropriate to update the assessment once proposals have been finalised.	89391-1296-5826	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is considered that the background provided is accurate and sufficient to inform the assessment of impacts upon known heritage assets.	89391-1296-6422			/	
<b>Environment Agency</b>	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	It is worth noting that the area is adjacent to a scheduled ancient monument known as the Motte and Two Baileys. English Heritage should be consulted further on this matter.	88830-1304-12028			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1213	Public	Stage 2	10. Any other ideas or comments? Archaeological importance must be given to this area. An archaeological study of the area is proper and right and cannot be swept under the carpet with inefficient claims that anything there was destroyed already. What will you do then to preserve any archeology you might find? You have a responsibility in your stewardship of the land.	9971-1304-7621			/	Extensive consultation was undertaken throughout the project with Somerset County Council's Historic Environment Service, which acts as advisor to the local planning authority, and English Heritage to agree the scope of the assessment and requirements for baseline surveys. Further details on this are provided in <b>Chapter 4 of the Consultation Report.</b>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The consultees are as expected, however the document does not provide details of these discussions, the nature of comments received from the consultees or whether these comments have been clearly addressed.	89391-1304-5296	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There is no discussion of cumulative impacts provided within Section 6.12 of Volume 3 to the EnvApp.	89391-1299-11505	/			<p>Following the Stage 2 Consultation Report, potential cumulative effects on the historic environment have been assessed and are discussed within the <b>Cumulative Effects Volume of the Environmental Statement (Vol 11)</b>.</p> <p>It is not anticipated that there will be any cumulative effects on historic environment assets as a result 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	Table 6.12.1 shows the criteria used to determine 'importance', not 'sensitivity, as stated in the title (sensitivity of an asset is based on professional judgement).	89391-1303-8320	/			<p>The scope and methodology for baseline studies and impact assessment were agreed with Somerset County Council's Historic Environment Service (HES) and English Heritage.</p> <p>All work was carried out in accordance with published standards and guidance, including the Somerset County Council Heritage Service's <b>Archaeological Handbook</b> (2009) and the Institute for Archaeologists' (IfA) <b>Standards and Guidance for Desk-Based Assessment</b> (2008).</p> <p>In the absence of standards or guidance published by the IfA or English Heritage specifically relating to Environmental Impact Assessments (EIAs) for the historic environment, guidance on assessing the effects of roads schemes on heritage, given in the <b>Design Manual for Roads and Bridges (DMRB), (Volume 11: Environmental Assessment, Section 3, Part 2, Cultural Heritage)</b> has been adapted for the <b>Historic Environment chapter of the Environmental Statement (ES) (Volume 8)</b>.</p> <p>Following West Somerset and Sedgemoor District councils' response to the Stage 2 Consultation Document, the methodology was clarified and the difference between "value" and "sensitivity" was clearly defined.</p> <p>The methodology applied to assess potential impacts on the settings of designated assets beyond the proposed development site boundary was carried out in accordance with English Heritage's <b>Draft Guidance on the Assessment of Settings</b> issued for consultation in July 2010.</p>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Council & 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 J23A contains a Site of County Importance for Archaeology and is located opposite a site containing Motte and Baileys (a Scheduled Monument). Policy HE12 advises that planning permission will not be granted for development which would damage or destroy local important archaeological remains, unless the importance of the development outweighs the local significance of the remains;	88390-1298-3546			/	The baseline assessment established that there is little or no potential for surviving archaeological remains, but there is the potential for palaeo-environmental deposits (alluvium) to be present at depth, beneath the proposed development site.  Following discussion with Somerset County Council and English Heritage, it has been agreed to undertake a programme of palaeo-environmental investigation, assessment and analysis prior to construction.
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.	10190-1298-14249			/	The potential impacts on the setting of the scheduled monument, motte and two baileys (also known as Chisley Mount), to the east of the A39, have also been assessed.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The northern extent of Search area J23A contains a Site of County Importance for Archaeology and is located opposite a site containing Motte and Baileys (a Scheduled Monument). Policy HE12 advises that planning permission will not be granted for development which would damage or destroy local important archaeological remains, unless the importance of the development outweighs the local significance of the remains;	89386-1298-2697			/	Potential impacts arising from the proposed development are described in the <b>Historic Environment Chapter of Volume 8 of the Environmental Statement (ES)</b> .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The reasoning behind the assessment of construction effects appears to be sound, based upon the anticipated construction methods and baseline information.	89391-1298-8868			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The reasoning behind assessment of operational effects appears to be sound based upon the anticipated construction methods and baseline information.	89391-1298-9323			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The reasoning behind assessment of removal/reinstatement effects appears to be sound based upon the anticipated construction methods and baseline information.	89391-1298-9631			/	

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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 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.	89391-1298-10146	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The initial assessment of residual effects appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed.	89391-1298-10564	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The initial assessment of residual effects appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed.	89391-1298-10919	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The initial assessment of residual effects appears reasonable based on known data, however this cannot be completed until mitigation has been agreed and impacts upon HLC have been assessed.	89391-1298-11282	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A scheduled motte and bailey castle is located 100m east of the site boundary; despite its proximity to the site the EnvApp predicts a minor adverse effect upon this monument due to it being screened from development by existing vegetation.	89428-1298-10657			/	

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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 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.	89391-1297-6992	/			<p>The scope and methodology for baseline studies and impact assessment were agreed with Somerset County Council's Historic Environment Service (SCC HES) and English Heritage (EH).</p> <p>All work was carried out in accordance with published standards and guidance including the Somerset County Council Heritage Service <b>Archaeological Handbook</b> (2009) and the Institute for Archaeologists' (IfA) <b>Standards and Guidance for Desk-Based Assessment</b> (2008).</p>
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 6.12.24 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.	89391-1297-7400	/			<p>In the absence of standards or guidance published by the IfA or English Heritage specifically relating to EIAs for the historic environment, guidance on assessing the effects of roads schemes on heritage, given in the <b>Design Manual for Roads and Bridges (DMRB), (Volume 11: Environmental Assessment, Section 3, Part 2, Cultural Heritage)</b> has been adapted for the <b>Historic Environment Chapter of Volume 8 of the Environmental Statement (ES)</b>.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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.	89391-1297-7910	/			<p>Following West Somerset and Sedgemoor District councils' response to the Stage 2 submission, the methodology was clarified and the difference between "value" and "sensitivity" was clearly defined.</p> <p>The methodology applied to assess potential impacts on the settings of designated assets beyond the proposed development site boundary was carried out in accordance with English Heritage <b>Draft Guidance on the Assessment of Settings</b> issued for consultation in July 2010.</p>



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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The potential for enhancing the setting of the Motte and Baileys Scheduled Monument located to the northeast of search area J-23A.	88400-1300-2811			/	<p>Palaeo-environmental remains surviving at depth beneath the proposed development site would represent an important heritage asset.</p> <p>Following discussion with Somerset County Council's Historic Environment Service and English Heritage, it has been agreed to undertake a programme of palaeo-environmental investigation, assessment and analysis prior to construction.</p>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	We consider the suggested approach acceptable.	89391-1300-9914			/	<p>The enhanced knowledge gained from this investigation and the dissemination of this knowledge through publication of the results in local, regional or national journals would offset any potential impacts arising from the proposed development.</p> <p>If the overall proposals are approved, it is considered that there will be no significant impacts to the setting of the scheduled monument, motte and two baileys (Chisley Mount). The current boundary treatment, comprising mature planting which screens the monument from the existing industrial landscape, would be retained.</p>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	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.	89428-1300-10901	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No monitoring will be required based on the findings of the initial assessment.	89391-1301-11631	/			The Councils suggest that no monitoring will be required. Somerset County Council Historic Environment Service (SCC HES) and English Heritage will be informed of the proposed start of works, so as to allow regular monitoring of the palaeo-environmental sampling and to ensure the aims of the mitigation are being achieved.

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Both 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.	89391-1287-250			/	<p>The Landscape and Visual Impact Assessment (LVIA) and supporting studies and surveys for Junction 23 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 <b>Guidelines for LVIA (GLVIA)</b> and guidance on <b>Landscape Character Assessment</b> 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</p> <p>Following field surveys the study area for the LVIA was reduced to a 5km radius. During the baseline assessment, landscape designations, relevant landscape features, and character areas within the study area were identified.</p>

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Tractivity 340	Public	Stage 1	<p>4. Any other ideas or comments?</p> <p>Bridgewater is severely congested already. So the only workable solution would be a direct link from Junction 23 to the site. This could be linked to the first Cannington roundabout and hence provide great benefits to Bridgewater as a whole. This would be seen as a big plus to offset all the disturbance.</p> <p>I am particularly concerned over the proposal to use land owned by Brymore School. I believe that this would effectively render the school unworkable and would be seen in the area as a multinational company with no feelings for small businesses or children's future.</p>	9028-1290-962		/		The full results of the baseline survey provide a robust basis on which to assess the likely impacts of the proposed development on receptors, including those that may arise from cumulative interaction with other Hinkley Point C (HPC) and non-HPC developments. As a result of comments received from consultees at Stage 2 an updated assessment of cumulative impacts on Landscape and Visual receptors is presented in <b>Volume 11 of the ES</b>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	An assessment of potential cumulative impacts between off-site accommodation works and various other screened developments has been made, but no significant adverse landscape or visual impacts have been identified.	89391-1290-2887			/	
Tractivity 1037	Public	Stage 2	EDF Energy Renewables decision to submit a planning application for wind turbines in the same landscapes as the large pylons required to distribute the power generated at Hinkley C.	9795-137-8300			/	

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Tractivity 913	Public	Stage 2	10. Any other ideas or comments? As this is a Greenfield site what about any impact for the surrounding area? Although small site in comparison facilities could pollute not only in ?light? ways but generally. But looking to the future perhaps this land could be a good link to the ever growing town.	9671-1289-6866			/	Some comments were received related to potential lighting impacts. A lighting strategy was designed to limit the area where lighting would be required and to minimise light levels and spill. Parking has been located so that the majority of movements would be limited to the edge furthest away from residential receptors. An assessment was made of the impact of lighting on sensitive receptors, and included as <b>Appendix 15.E to Volume 8, Chapter 15 of the ES.</b>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	There is no clarification as to whether the site is temporary or permanent and this has implications for the extent of permanent landscaping provided. - Whether the facility is temporary or permanent also has implications for the type of lighting required, an important aspect of the impact in the landscape.	89247-1289-2234	/			A few comments questioned the adequacy of the landscape proposals with regard to loss of hedgerow and the visibility of the site from the River Parrett National Trail. Calculations have been undertaken to ascertain the existing quantity of hedgerow, how much would be retained and how much would be proposed. Throughout the operation phase, and once the proposed development has been put into the relevant post-operational state, the quantity of hedgerow would be the same as that currently existing on the site. Views into the site from the River Parrett National Trail have been screened by a proposed length of bunding which would be planted with native shrubs and trees.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The level of landscaping is inadequate in view of the impact, particularly in terms of the loss of existing hedgerows and other landscape features. - The use of balancing ponds to mitigate loss of existing ditch and wetland habitat is helpful but there may be scope for additional small scale pond provision. - Whether the car parking and freight parking is temporary, permanent or a mixture of both is a key factor in determining the residual effects. - If the site is permanent then landscaping and lighting is more easily justified and the visual impact of this needs to be considered and mitigation measures taken.	89247-1289-2788	/			There were a number of comments within the Stage 2 consultation which queried assessment scores. The methodology for, and presentation of, the assessment of impacts in <b>Volume 8, Chapter 15 of the ES</b> Development Consent Order has been further developed since the Stage 2 consultation. . It was assumed that the implementation of landscape proposals would not be undertaken until the end of the construction period. Correspondingly the highest adverse impacts are recorded during the construction phase. During operation it is assumed that mitigation measures would be in place and the use of semi-mature tree and shrub stock would ensure that mitigation measures were effective from day one, although over the period of operation the landscape scheme would mature and mitigation would become more effective. All aspects of the assessment were revisited following confirmation of design and proposed mitigation and assessment scores were amended.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The following key risks have been identified: - If the site is to be permanent then there is an underestimation of impacts on receptor sites.	89247-1289-3658			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This site is flat but nevertheless highly visible from the River Parrett footpath which runs along a raised flood embankment.	89386-1289-11279	/			

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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	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.	89391-1289-1354			/	
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 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.	89391-1289-2395			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Generally the judgement of significance is appropriate during construction and operation, however, the post removal / reinstatement effects are judged as beneficial which it is felt maybe a little optimistic.	89391-1289-2645			/	
Tractivity 1037	Public	Stage 2	EDF Energy Renewables decision to submit a planning application for wind turbines in the same landscapes as the large pylons required to distribute the power generated at Hinkley C.	9795-137-8300			/	



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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	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	89391-1288-1980	/			The methodology for, and presentation of, the assessment of impacts in <b>Environmental Statement (ES) Volume 8, Chapter 15</b> of the Development Consent Order has been further developed since the Stage 2 consultation. Changes were made to the methodology used for the Landscape and Visual Impact Assessment (LVIA) in response to comments made at the Stage 2 consultation. The methodology used for the associated developments is the same as that used for the HPC development.
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.	89428-1288-8683	/			It was assumed that the implementation of landscape mitigation would not be undertaken until the end of the construction period. Correspondingly the highest adverse impacts are recorded during the construction phase. During operation it was assumed that mitigation measures would be in place and the use of semi-mature tree and shrub stock would ensure that mitigation measures were effective from day one, although over the period of operation the landscape scheme would mature and mitigation would become more effective. Impacts during the operational phase, after the implementation of mitigation, are considered to remain adverse in nature although generally of only a minor significance. It is only after reinstatement of the site to its original use that impacts are recorded as neutral in nature and of negligible significance.

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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	In addition the site has an irregular shape making the configuration of development more difficult and Environment Agency requirements preclude any planting on the flood defence banks adjacent to the river, reducing the ability for landscape screening to be provided. and there is an extant consent for employment development on the site.	88400-1291-1791	/			Following Stage 2 Consultation, review of the landscape design was carried out. At Stage 2 of the consultation process a number of comments were received with regard to the adequacy of landscape mitigation proposals with specific reference to the effectiveness of young planting. Where landscaping has been proposed for screening purposes, semi-mature stock has been specified which would have an instant screening effect. Where landscaping proposals relate to ecological mitigation, planting would be undertaken in advance of construction works.
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The Dunball roundabout area at J23 is considered a key gateway into Bridgwater and it is important that any facilities in this area are well shielded by other built form development. Large areas occupied by parked vehicles would need to be well screened.	88400-1291-3234	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Environmental Appraisal Vol. 3 (paragraph 6.11.64) notes an overarching landscape mitigation strategy for the proposed development would be implemented at the construction phase. Some landscape mitigation implemented prior to the commencement of construction could help to provide adequate mitigation against the impacts of the development.	89203-1291-2690	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	EDF should provide adequate landscaping within the parking areas and make provision for its maintenance.	89247-1291-980	/			
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.	89391-1291-1727		/		

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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	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.	89428-1291-9156		/		
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:- - The footprint of the proposed development adjusted, avoidance of cutting and shielded lighting - Implement landscape masterplan; restrict cutting, set-back planting - 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 - Perhaps offsite mitigation measures should be investigated to further reduce particularly the visual effects of all the proposals.	89428-1291-9444	/			

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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	Monitoring of landscape and visual effects is not addressed by the EnvApp.	89391-1292-3127	/			A landscape management contract would be proposed and as such it is intended that the maturing of the landscape would be monitored under such a contract.

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Clarification is required as to whether the parking areas are temporary or permanent.	89247-1293-888	/			The assessment methodology and all supporting graphical material have been updated since the Stage 2 consultation. Detailed drawings will be included in <b>Volume 8, Chapter 15 of the ES</b> which give a clearer indication of the impact of the proposals such as providing drawings that give a clearer indication of the impact of the proposals on the development area. The options for the long term status of the development, whether temporary or permanent, is identified in the ES in Volume 8, Chapter 5

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The baseline measurements for the site appear to be adequate, given the limited number of residential receptors close to the site withstanding the following comments.	89387-1224-11638			/	<p>Baseline noise monitoring was undertaken following consultation with the relevant 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 changes to the proposed hours of operation of the proposed development, the baseline data gathered at Stage 1 was reviewed. This review confirmed that the baseline data was considered to be representative of noise-sensitive receptors in the vicinity of the proposed development and to cover all proposed hours of operation. As a result, no further noise monitoring was undertaken. Full details of the monitoring undertaken, including a graphical illustration of monitoring and assessment locations, is included in <b>Chapter 9 of Volume 8</b> of the Environmental Statement.</p>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A summary of the noise survey results are presented in Table 6.4.7. However, these give average noise levels over the entire measurement period and do not necessarily summarise the lowest measured noise levels	89387-1224-11808	/			
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The report also states that the ambient noise climate includes contributions from distant traffic noise on the A39. However, this seems unlikely given the distance to this road.	89387-1224-12230	/			



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Tractivity 913	Public	Stage 2	10. Any other ideas or comments? As this is a Greenfield site what about any impact for the surrounding area? Although small site in comparison facilities could pollute not only in 'light' ways but generally. But looking to the future perhaps this land could be a good link to the ever growing town.	9671-1226-6866			/	<p><b>Chapter 9 of Volume 8</b> of the Environmental Statement details the potential noise and vibration impacts associated with the proposed Park and Ride and Freight Management Facility at Junction 23.</p> <p>The assessment of impacts has evolved since Stage 2 consultation to quantify all activities associated with the operation of the proposed development that have the potential to generate significant noise. These include on-site vehicle movements and fixed mechanical service plant.</p>
Tractivity 975	Public	Stage 2	10. Any other ideas or comments? So that then means when the area was quiet it will not now be quiet.	9733-1226-5036			/	
Tractivity 1167	Public	Stage 2	10. Any other ideas or comments? Already commented on. There is no advantage to park and ride since traffic has to travel to the site so increasing traffic in the area. Traffic will be tempted to use village roads roads as 'cut through' to the park and ride. Freight noise at night will affect large area as sound travel across the moors and light pollution.	9925-1226-6701			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The potential for noise disturbance from the site to the nearest property (210m away, "Tree Tops") needs to be considered and if appropriate adequate mitigation proposed.	89203-1226-3916	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	(Editor's note: see pdf provided separately. Not entered into database - table)	89241-1226-61			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	However, no reference is made to magnitudes of vibration given in BS5228-2, particularly for piling. BS5228-2 also includes an empirical predictor for vibration from vibratory compaction, which is not used or mentioned.	89387-1226-13603	/			

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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	Paragraph 6.4.72 appears to imply a cosmetic building damage threshold of 5mm/s without reference to a source. This does not appear to have been referred to previously and no justification or reference is provided for its use. The report goes on to state (para. 6.4.74) that typical construction and demolition working routines are unlikely to generate levels of vibration at local receptors above which cosmetic damage would be expected to be sustained. Assuming this threshold is 5mm/s (which equates to an impact of medium magnitude) it is unclear how the impact can then be judged to be very low.	89387-1226-13829	/			
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 is that the overall impact will be Minor Adverse. Whilst it is agreed that this conclusion is appropriate given the separation distances involved, the report does not make it clear how this conclusion is reached.	89387-1226-14433	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The operational assessment of noise at the Park and Ride facility assumes that 'noise from vehicle movements on site is unlikely to be discernible and would be no more significant than the predicted impact of road traffic generation of public highways.' Whilst this is likely to be true for this particular site given the separation distances involved and the existence of busy roads between the site and the nearest sensitive receptor, no evidence is provided to support this view.	89387-1226-14664	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The layout plans indicate that the warehouse building is located to the western most extent of the site and therefore it is not clear how any screening would be provided by the building to the nearest sensitive receptors.  The assessment of noise from potential removal and reinstatement of the site has been assessed as Minor Adverse on the basis that activities will be similar to the construction phase. This is a reasonable assumption based on the detail available at present.	89387-1226-15832	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	For construction noise and vibration and operational noise, no specific mitigation measures have been proposed and therefore the residual impacts for both are determined to be Minor Adverse. It is agreed that this is an appropriate assessment based on the evidence provided in the documentation.	89387-1226-17901		/		

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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 residual noise and vibration effects at Junction 23 are reasonable but there is a lack of evidence to completely underpin the assessment of noise from cars using the park and ride site and HGVs using the freight logistics facility.	89428-1226-2243	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The general approach to assess and quantify significance from noise and vibration is acceptable withstanding the following comments.	89387-1225-12433			/	Following Stage 2 consultation, the masterplan for the proposed development has been revised. The noise and vibration assessment detailed in <b>Chapter 9 of Volume 8</b> of the Environmental Statement (ES) has informed the masterplan layout for the Development Consent Order application.  Construction noise impacts have been assessed against the construction noise thresholds advised in BS5228-1:2009. The assessment has been undertaken for daytime periods only, as no construction work at Junction 23 is proposed during evenings (18:00 – 23:00) and night-time (23:00 – 07:00) periods, Saturday afternoons (13:00 – 18:00) or on Sundays and Bank Holidays.
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	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.	89387-1225-12569			/	Following comments received from Sedgemoor District Council and West Somerset Council during Stage 2 consultation, the approach used to assess the operational impacts from the proposed scheme, particularly with reference to car door slams, was updated. The Methodology Section of <b>Chapter 9 of Volume 8</b> of the ES details the amended significance criteria used for the assessment.  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 site-specific measures for noise and vibration along with general control measures that define Best Practicable Means.
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Paragraph 6.4.38 discusses the operational noise methodology for on-site activities at Comwich, rather than Junction 23.	89387-1225-12818	/			
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of construction noise indicates a Minor Adverse impact. This assessment is only valid for daytime working hours and no assessment has been carried out for evening and night time working. Therefore, the limit on working hours will need to be included in the Environmental Management & Monitoring Plan.	89387-1225-13035			/	
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The noise assessment of the Freight Logistics Facility assesses noise from HGVs in terms of LA <sub>max</sub> / noise levels and compares these against guidelines provided by the World Health Organisation, leading to the conclusion that the facility will generate a Minor Adverse impact. It is not clear how this conclusion is reached since the use of the WHO guidelines is not included in the significance criteria. It would be more appropriate to consider noise from HGVs in terms of LA <sub>eq</sub> noise levels and compare these against the measured background noise levels.	89387-1225-15150	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- There is a lack of evidence to completely underpin the assessment of noise from cars using park & ride sites and HGVs using the freight facilities at Junction 23 and 24.	89430-1225-4621	/			

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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	no specific mitigation is recommended beyond good practice since the impact is assessed to be Minor Adverse.	89387-1228-16603			/	<p>Comments were received from Sedgemoor District Council and West Somerset Council at the Stage 2 Consultation. The Councils noted that no specific mitigation measures were identified for impacts identified as 'minor adverse', but that a number of best practice management tools had been identified to minimize the potential for noise nuisance. The Councils commented that these measures appeared to be difficult to manage and that no information was provided on how these would be enforced. The Councils requested this information be included in the Off-Site Associated Developments <b>Environmental Management and Monitoring Plans (EMMPs)</b>.</p> <p>As part of the construction and operation of the proposed development, an <b>Environmental Management and Monitoring Plan (EMMP)</b> will be put in place prior to the start of any construction works on the proposed site. The <b>EMMPs</b> will include site specific measures, as discussed in <b>Chapter 9 of Volume 8, of the Environmental Statement</b>, for noise and vibration along with general control measures which define Best Practicable Means.</p>
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Site specific mitigation measures, and any exceptions to the Local Authority construction policies, must be agreed in advance with the Local Authority (for example through an agreement in accordance with Section 61 of the Control of Pollution Act 1974).	89387-1228-16713			/	
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	For operational activities, no specific mitigation is identified because impacts are identified as Minor Adverse. A number of best practice management tools are identified to minimise the potential for noise nuisance.	89387-1228-16972			/	
<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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.	89387-1228-17415	/			



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<b>Sedgemoor District Council and West Somerset Council Joint Council Response</b>	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>The noise and vibration chapter does not assess any cumulative noise impacts derived from other schemes.</p> <p>10.9.8 Monitoring</p> <p>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.</p>	89387-1229-18229		/		<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). It will be the responsibility of the contractor appointed by EDF Energy to have in place appropriate environmental management procedures for the construction and operation of the proposed development.</p> <p>The EMMP will include site-specific measures contained in <b>Chapter 9 of Volume 8 of the Environmental Statement</b> for noise and vibration along with general control measures which define Best Practicable Means.</p>

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Tractivity 62122	Dual - Consultee with an Interest in Land and Public	Stage 1	I have no objections at this stage to the proposals made in regard to the land I own off Dunball Drove, Puriton.	8728-1204-147			/	<p>This response addresses comments relating to the consultation on the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.</p> <p>EDF Energy has carried out a thorough and interactive consultation process on its proposals for the HPC site and Associated Development sites. This has followed a multi-stage process, with Initial Proposals and Options consulted on at Stage 1 (November 2009 – January 2010), Preferred Proposals consulted on at Stage 2 (July 2010 to October 2010), followed by update consultations in February 2011, which provided an update to the preferred proposals, and July 2011, which related to M5 Junction 24 and Highway Improvements. Throughout the consultation, statutory consultees, the local community and the general public were invited and encouraged to comment on the proposals, to help shape and influence the proposals being developed by EDF Energy. The consultation process has provided EDF Energy with valuable feedback on its proposals, highlighted key issues and options to be considered and has helped refine the proposals for the Junction 23 Associated Development.</p> <p>At the Stage 1 consultation, the proposals were necessarily very broad, in order to provide consultees with an opportunity to influence the proposals and therefore detailed environmental impacts of individual proposals were not known. Following the Stage 1 consultation, and in response to comments received by consultees, EDF Energy refined the proposals for the Junction 23 Proposed Development.</p> <p>At the Stage 2 consultation, EDF Energy presented its Preferred Proposals and provided an Environmental Appraisal which drew upon the work that had been undertaken at that stage to inform the Environmental Impact Assessment (EIA) that has formed the basis for the <b>Environmental Statement</b> which is submitted with this Development Consent Order (DCO) application. This Environmental Appraisal gave information about the impacts of the Preferred Proposals.</p> <p>EDF Energy provided sufficient environmental information for consultees to determine the key impacts of the proposal for the purposes of their consultation responses, to enable them to influence the scheme as it is developed.</p>
Tractivity 844	Public	Stage 2	11. Any other ideas or comments? The same comments should affect Junc 24 as Junc 23	9602-1204-8100			/	
Tractivity 1080	Public	Stage 2	10. Any other ideas or comments? especially if the bridge is put in to enable direct links from here to hinkley	9838-1204-5959		/		
Tractivity 1220	Public	Stage 2	10. Any other ideas or comments? Feasibility study needed.	9978-1204-6961			/	
Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	11) What are your views on our plans for the site near junction 24 of the M5? Insufficient ecological information has been provided against which to appraise these plans, and so we must object.	10263-1204-17784	/			
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	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: 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	10275-1204-836			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			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 Wiliiton - 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 aldae 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					The DCO application is accompanied by a full suite of documents and application drawings which provide information on the impacts of the Proposed Development, including the Junction 23 Associated Development. <b>Chapter 5, Volume 8 of the Environmental Statement</b> provides details of the post-operational use of the Junction 23 Associated Development site and explains that EDF Energy's use of the site is temporary. In addition to the information contained in the consultation documents for each stage of the consultation, information on the Proposed Developments was also made available through newsletters, the dedicated HPC website, media and advertising and meetings with the local community and stakeholders.  Following the Stage 2 consultation, and again in response to the comments received from consultees, further amendments were made to the masterplan in order to avoid, or mitigate, any preserved environment impacts and to enhance the overall sustainability of the Proposed Development while meeting the needs of the Hinkley Point C Project. EDF Energy published these changes in the Stage 2 Update consultation (February - March 2011).  Some consultees raised concerns that there was not enough time or information to fully assess the impact of including the induction centre within the Proposed Development. The Associated Development proposals have evolved throughout the consultation period based on the comments received as well as the operational requirement of the HPC Project. A description of the induction centre and how it is proposed to operate is provided in <b>Chapters 2 and 4 of Volume 8 of the Environmental Statement</b> and the <b>Junction 23 Design and Access Statement</b> .  In addition to the formal consultation process, a number of telephone conferences and meetings have been held with consultees to maintain site progress. Primarily, meetings have been held with the local authorities, the Highways Authority (Somerset County Council), the Commission for Architects and the Built Environment (CABE) and the Environment Agency. Further details on these informal consultations are given in the <b>Consultation Report</b> and <b>Volume 8 of the Environmental Statement</b> , which have been submitted with this application for development consent.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The comments received in Stage 1 have been considered and have informed Stage 2 consultation. Concern was raised at stage 1 over a large freight logistics storage facility at J24 and suggested this should be placed at J23. The stage 2 development has responded by placing a larger freight and storage area at J23 so as to minimise the size at J24	89203-1204-482			/	

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- There is inconsistency in the documentation relating to physical built infrastructure on the site (Vol.3. Ch.6 Table 6.1.2 titled "Land Use Freight Logistics Facilities" does not include any reference to the proposed 30m high 1000m2 building for freight storage, but is listed in Table 6.1.4 titled "buildings and structures schedule").	89203-1204-2348			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The Preferred Proposals Explanation and Assessment document is not clear whether the J23 Freight logistics facility would be a continued use. It is clear that the proposed P&R is temporary.	89203-1204-3721	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Somerset County Council (SCC) considers that the following information is missing for the Stage 2 consultation: - Difficult to assimilate and cross reference data as it is spread through many documents.	89245-1204-8734			/	
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.	89409-1204-2038	/			
Hallam Land Management	Consultee with an interest in land	Stage 2 Update	Since making these observations on the Preferred Proposals there appears to be limited further evidence only, that the impacts of the EDF proposals on the North East Bridgwater development have been fully considered and that all appropriate mitigations included in the proposals.  Further work is required to demonstrate the unfettered implementation of the North East Bridgwater proposals in terms of marketability, physical infrastructure and social and community impacts. Hallam Land Management looks forward to being consulted on such work and the development of the proposals in general and receiving reassurances on the points raised.	89772-1204-8244			/	

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Highways Agency	statutory consultee	Stage 2 Update	2.7 Plans for the design of the Associated Development sites at M5 Junction 23 and Junction 24 are provided in the Draft Overview of Associated Development Construction document also forming part of the consultation. The plans provided are too small for the Agency to provide any comments in relation to design and as such we request 1:500 scaled plans to be issued to us in order that we can provide some feedback. The Agency also requests the Associated Development sites at Junction 23 and Junction 24 are included in the PARAMICS modelling work to be undertaken so that the Agency might have confidence that the design of the sites and associated traffic movements will not impact on the adjacent SRN network.	89837-1204-4817	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	We do not consider that the material presented in this consultation addresses all of the Councils' previous comments and we are frustrated by the lack of detailed direct engagement with local planning authorities on associated development proposals.	89873-1204-980	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is also notable that the Proposed Changes introduce a proposal for a sizeable induction and training centre on a temporary development site outside the Bridgwater settlement boundary. There has been no previous public consultation on this proposal and no detailed consultation with the planning authority, despite several requests.	89875-1204-3997			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The reasons for provision of an induction facility at M5 Junction 23 are understood from one verbal briefing which now needs to be followed by a fuller briefing. In general terms here is a strong preference for any sizeable training and education facilities to be provided as a refurbished or new permanent building closer to the town centre on an existing employment site. Further details of how this facility would operate would be helpful in allowing the Councils to assess this proposal.	89875-1204-4335		/		



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Highways Agency	Statutory Consultee	Stage 1	Having reviewed the existing planning policy contained within the Sedgemoor District Local Plan (1991-2011) the Agency is aware that the potential sites are not allocated for a particular type of land use and are classified as undeveloped 'white land'. The sites are also all located outside of a defined settlement and therefore Policy STR3 is applicable which seeks to protect the countryside from development unless it is seen to benefit economic activity whilst maintaining or enhancing the environment and not increasing the need to travel.	88880-1202-8402			/	This response addresses comments received in respect of planning policy with regard to the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	In planning terms, the sites should ideally be considered through the development plan process and be included as appropriate sites for development. EDF need to fully consider how the development of these sites will be brought forward effectively and how it links to the planning process.	87920-1202-4929			/	The <b>Planning Statement</b> submitted with this Development Consent Order (DCO) application addresses the planning policies relevant to the determination of the proposals. A number of comments from consultees have referenced employment planning policies. It is important to clarify that all of the uses comprising the Proposed Development are <i>sui generis</i> uses. Therefore, saved policies E4 and E6 of the Sedgemoor District Local Plan (1991-2011 Adopted Version) (2004) and policies D11 and D18 of the emerging Sedgemoor District Local Development Framework Core Strategy (Proposed Submission) (March 2011) are not directly applicable to the Proposed Development. The <b>Transport Assessment</b> sets out the Proposed Development's compliance with the relevant transport planning policy.  Consultees' responses to the Stage 1 consultation included comments relating to land use, the principle of developing outside development boundaries and the desire to protect the Motte and Bailey Scheduled Monument. Reference was also made to the Bridgwater Vision (2009).  The Proposed Development site is located outside of the settlement development boundary. Saved policy STR3 (Development Outside Development Boundaries) of the Adopted Local Plan relates to development outside settlement boundaries and states:  <b><i>"The countryside will be protected for its own sake. Outside the defined development boundaries, new house building and other new development will be strictly controlled. Development will not be permitted unless it accords with other policies in this plan which provide, exceptionally, for development in the countryside. In general, all such development will benefit economic activity, will</i></b>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	Search areas J23A and J23B fall outside the defined settlement boundary for Bridgwater set out in the Local Plan, however the scope for development of land along the A38 to the north of Bridgwater is recognised in the Core Strategy Preferred Options and Bridgwater Vision:  - The Core Strategy Bridgwater Spatial Diagram shows a northern Park & Ride site and an employment designation of 10ha on the A38. Preferred Option BW1 confirms the status of the 'Bridgwater Vision' as a material planning document;	88390-1202-4708			/	
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 promotes the A38 corridor north of the town as a "Green Gateway Business Park." The A38 would be transformed through the creation of a tree-lined boulevard, with high frequency bus connections to the town centre and segregated pedestrian and cycle lanes. The Dunball Roundabout is identified as a potential location for new landmark structures;  - The Sedgemoor Infrastructure and Delivery Study has identified that the cost of increasing capacity in the electricity distribution network to the north of the town can act as a deterrent to investment in the area;  - Search area J23B abuts one of the Parrett Barrier site options, so it may be necessary to maintain access to this location in any site layout;	88400-1202-0	/			
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The extent to which the proposals support and further the objectives for the A38 public transport corridor and Green Gateway Business Park set out in the Core Strategy Preferred Options, Bridgwater Vision and Future Transport Strategy.	88400-1202-2237			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The planning policy assessment needs to provide adequate consideration of relevant policies relating to development within open countryside.	89203-1202-94			/	<b><i>maintain or enhance the environment and will not increase the need to travel.</i></b>  The compliance of the proposals with relevant planning policies is addressed in the <b>Planning Statement</b> . In general, the Proposed Development will benefit economic activity through being an essential component of the HPC Project, which is creating a substantial number of jobs. Further details on the economic benefits of the proposals can be found in the <b>Economic Statement</b> . The Proposed Development would help maintain the environment, examples of this include landscaping and ecological mitigation measures which are explained further in <b>Chapters 14 and 15 of Volume 8 of the Environmental Statement</b> . The overall objective of the park and ride strategy is to reduce the need to travel. The park and ride strategy forms part of the wider transport strategy by encouraging sustainable modes of travel and reducing the number of private vehicle trips to the HPC construction site.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Most planning-related matters are considered and statements backed up with evidence to support them. However, much of the information and data is spread over many different documents which can be difficult to navigate and cross reference.	89203-1202-238			/	
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	Chosen sites in and around Bridgwater and M.5 junctions 23 and 24 must accord with planning policy requirements. Issues such as flood zone must also be taken into account given recent examples of detrimental effect upon major planning proposals.	89263-1202-10205			/	The Joint Council (West Somerset Council (WSC) and Sedgemoor District Council (SDC) response to the Stage 2 Update consultation states that although the site falls outside the Bridgwater settlement boundary, the proposed location for the temporary park and ride and freight management facility is logical given its proximity to Junction 23 of the M5 and the absence of suitable alternative sites on the A38 corridor to the north of Bridgwater Town Centre.
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 falls outside the defined settlement boundary for Bridgwater as set out in the Local Plan. As a result there is a policy presumption against development, as set out in policy STR3: The countryside will be protected for its own sake. Outside defined development boundaries, new house building and other new development will be strictly controlled.	89386-1202-2036			/	The Motte and Bailey Scheduled Monument is located approximately 100m from the site boundary. <b>Chapter 16, Volume 8 of the Environmental Statement</b> provides a full assessment of the impacts of the Proposed Development on the historic environment and demonstrates there would be no impact to off-site heritage assets as a result of the Proposed Development. The chapter also provides an assessment of impacts of any on-site heritage impacts.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Core Strategy Preferred Option allocates the Dunball area for the development of 3.5ha of new employment land, to be delivered over the plan period to 2026.  The site falls within the North Bridgwater and Bristol Road Character Area in the Bridgwater Vision, which is promoted as a Green Gateway Business Park:	89386-1202-3865			/	In relation to the Bridgwater Vision, the facilities on the Proposed Development site would be set back from the A38, predominately behind the existing Bridgwater Business Park and Vehicle Auction Centre development. A 'triangle' of land immediately to the west of Dunball Roundabout, adjacent to the A38, was removed from the site following the Stage 1 consultation as SDC supported the use of this land for a 'gateway' development. The omission of this land from the layout enables permanent development of the site to be advanced by other parties. The Proposed Development site would also incorporate landscaping within the site and on the site boundaries
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	One proposal that is considered to be of significance to the EDF Energy proposals relates to the relocation of Bowerings Animal Feeds Mill from a current location adjacent to the docks in Bridgwater, to a site between the access road proposed by EDF and the A38. Planning permission was	89386-1202-6723	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Somerset Council Joint Council Response	interest in land (Sedgemoor)		granted in March 2005 for the erection a feed mill, two warehouses, provision of a weighbridge, a vehicle hardstanding and means of access.					as well as cycle parking facilities.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	- existing development in the area should not set a precedent for future proposals that should be aligned with the design principles set out in the Bridgwater Vision.	89386-1202-8789			/	The Joint Council response to the Stage 2 Update consultation also commented that policy PCS8 of the Adopted Local Plan states the provision of new education facilities will be encouraged and that exceptionally, where no site within a settlement can be found, a site may be permitted adjoining a settlement. However, the proposed induction centre is not an educational use. The site will only be used for EDF Energy's induction process for new construction workers. This process would include the verification of workers' identification, skills documentation, induction training, collection of biometric data and photos and the issuing of passes. Drug and alcohol testing would also take place and the centre would host UK Border Agency staff. Workers will arrive at the induction centre trained and ready for employment, and as such the induction centre will not be used for continued learning or professional training. Furthermore, policy PCS8 of the Local Plan is not a saved policy.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Emerging policies identify this area of Bridgwater as having potential to support employment generating uses and is relatively close to the M5 making access easy	89386-1202-8960			/	A full description of the induction centre and how it operates is provided in <b>Chapters 2 and 4 of Volume 8 of the Environmental Statement</b> and the <b>Junction 23 Design and Access Statement</b> . Further information concerning the reasons for the location of the induction centre is set out in the <b>Transport Assessment</b> and <b>Alternative Site Assessment</b> which is appended to the <b>Planning Statement</b> .
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Sedgemoor Local Plan (September 2004)</p> <ul style="list-style-type: none"> <li>- STR3 - The countryside will be protected for its own sake. Outside defined settlement boundaries, new house building and other new development will be strictly controlled.</li> <li>- E4 - Industrial, warehousing, office or other business uses will be permitted within defined settlement boundaries provided that: environmental impact is compatible with adjoining uses; and in the case of industrial or warehousing development there is safe access to the national or county road network.</li> <li>- E6 - In the countryside beyond settlement boundaries the establishment of new employment sites and the extension of established sites will only be permitted where a countryside location is essential and no suitable alternative is available within or adjoining a local settlement.</li> <li>- CNE2- Development which adversely affects local landscape character or scenic quality will not be permitted. In particular, siting and landscaping should take account of visibility from publicly accessible vantage points.</li> <li>- CNE9 - Developers are encouraged to make positive provision for wildlife.</li> <li>- CNE15 - Development will not be permitted if it would increase the risk of flooding as a result of changes in surface water run-off or adversely affect water quality.</li> <li>- PCS8 - The extension of existing and the provision of new community facilities and education facilities will be encouraged. Exceptionally, where no site within a settlement can be found, a site may be permitted adjoining a settlement.</li> </ul>	89893-1202-5036			/	<p>Following the Stage 2 Update consultation and further to discussions with the Environment Agency, the site boundary was extended along the southern boundary of the site to include an area required to improve the River Parrett flood defence. During the construction works, the Public Right of Way (PRoW) that runs alongside the River Parrett would be temporarily diverted for public safety reasons to allow the construction of these works to take place.</p> <p>It is anticipated that the PRoW would be diverted for approximately eight weeks and that the diversion would be located within the red line boundary of the Junction 23 associated development site. The length of the diversion would be approximately 120 metres; approximately 30 metres longer than the existing route.</p> <p>EDF Energy has not progressed development on the J23-B Search Area. As such the Proposed Development would not affect access to the Parrett Barrier site options.</p>

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>Sedgemoor Core Strategy Submission (February 2011)</p> <ul style="list-style-type: none"> <li>- D9 Sustainable Transport and Movement - Travel management schemes and development proposals that reduce congestion and encourage and improved and integrated transport network and allow for a wide choice of modes of transport as a means of access to jobs, homes, services and facilities will be encouraged and supported. The Council will seek to ensure provision is made for inclusive, safe and convenient access for pedestrians, people with disabilities, cyclists and users of public transport that addresses the needs of all.</li> <li>- P6 Development in the Countryside - Proposals for new development outside of identified settlements will be strictly controlled. Development will be supported where it accords with other relevant policies contained in the Core Strategy that provide, exceptionally, for development in the countryside.</li> <li>- D1 Managing Flood Risk - All development proposals in Flood Zones 2 and 3 as defined by the Environment Agency's flood map will only be permitted where the Sequential Test is passed as outlined in PPS25.</li> <li>- S1 Spatial Strategy for Sedgemoor - To create the most sustainable form of growth for Sedgemoor, Bridgwater will be the focus for the District's housing and employment growth. As the principal town in the District it will accommodate the majority of new development within its urban area through the provision of a strategic urban extension, brownfield sites and at other well related Greenfield locations.</li> <li>- D11 Economic Prosperity - All large-scale proposals (over 1,000m2) for research and development, light industrial and distribution should be focussed at Bridgwater, Burnham-on-Sea and Highbridge in accordance with the following locational priorities: firstly on brownfield sites; secondly on preferred greenfield sites set out in Policies P1 and P3; or thirdly, exceptionally, on other greenfield sites identified in the Employment Land Review. Exceptional circumstances include development that is of national or regional significance and has locational requirements that could not reasonably be accommodated on brownfield or the preferred greenfield locations.</li> <li>- D20 Green Infrastructure (GI) - GI will be safeguarded, maintained and enhanced as appropriate to form a multi-functional resource that provide an accessible network of green spaces. These should maintain or enhance landscape character, image, biodiversity and recreational value of an area.</li> <li>- D14 Natural Landscape - Proposals should ensure that they enhance the landscape quality wherever possible or that there is no significant adverse impact on local landscape character, scenic quality and distinctive landscape features. All development proposals should contribute to enhancing and maintaining biodiversity, taking into account climate change and the need for habitats and species to adapt to it.</li> <li>- D16 Pollution Impact of Development, Residential Amenity - Development proposals that would result in the loss of land of recreational and/or amenity value or unacceptably impact upon the residential amenity of occupants of nearby dwellings and any potential future occupants will not be supported.</li> <li>- D18 Education Provision - The Council will work with the County Council, Bridgwater College and other partners to provide, additional, extended or enhanced education facilities to address educational needs. Development</li> </ul>	89893-1202-6566			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			proposals for education facilities will be supported where they are at suitable locations within Bridgwater, Burnham-on-Sea and Highbridge, Key Rural Settlements and Sustainable Settlements, are of high quality and sustainable design and are accessible by a range of sustainable transport modes.					
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Bridgwater, Taunton and Wellington Future Transport Strategy  This transport strategy identifies Park & Ride facilities at M5 Junctions 23 and 24 as potential elements of an A38 Public Transport Corridor. Recent analysis by Somerset County Council suggests that there may be no long-term requirement for a legacy public Park & Ride at this location. There is, however, considered to be a requirement for a "Park & Share" facility to relieve pressure on the highway from current informal parking that might be incorporated into the scheme from the outset.	89893-1202-10283		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Bridgwater Vision  Dunball features in the North Bridgwater and Bristol Road Character Area in the Bridgwater Vision, which is promoted as a Green Gateway Business Park:  'North Bridgwater could become part of a green gateway to the town focused on high quality employment and office accommodation which could include a hub managed facility for small and growing companies in knowledge based and environmental sectors benefitting from the riverside location, access to the M5 corridor and strategic gateway to Hinkley Point. Links could also be made with Bridgwater College in terms of training and employment opportunities.	89893-1202-10843			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Design principles set out in the Vision include:  - New development will take the form of mainly high quality office development supported by small local centre uses.  - Dunball roundabout provides a key gateway into the town from junction 23 of the M5 motorway and potentially to Hinkley Point through a possible new link road. As such new development will need to reflect this role incorporating taller landmark buildings of significant architectural quality.  - The visitor's arrival into the area should be marked by strong arrival points and gateway features which could include a wind turbine with viewing platform creating inspiring views across the Levels and towards the coast. As well as providing renewable energy this could also be seen as a potential eco- tourist attraction.  - New office development along Bristol Road will need to contribute to a strong and coherent frontage with high architectural quality reflecting the areas role as a key approach into the town from the north.  - Bristol Road (A38) will provide a high profile gateway to the town through the creation of a tree-lined urban boulevard with formal tree planting, where possible, creative lighting, signage and public art.  - Bristol Road will also be part of the key public transport corridor providing high frequency bus connections to the town centre from a sequence of bus stops along the route. The road corridor will also incorporate segregated	89893-1202-11475			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			pedestrian and cycle lanes providing safe, high quality connections to the town centre.  - New development will also need to provide high quality active frontage to the River Parrett and incorporate a continuous foot and cycle path along the riverbanks to promote access to the town centre.'					
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Sedgemoor Green Infrastructure (GI) Strategy  The route of the River Parrett is identified as a green lane in the GI Strategy, providing connections for pedestrians, cyclists and wildlife through Bridgwater and out towards Combwich to the northwest and Highbridge to the north. Provision of enhanced links through Bridgwater along the River Parrett are also identified in the Bridgwater Vision.	89893-1202-13219			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The provision of a training facility is supported in principle, but there is a preference for a large facility of the type indicated to be provided as a refurbished or new permanent building closer to the town centre that would contribute to wider regeneration plans. Plan policy PCS8 states that the provision of new education facilities will be encouraged and that exceptionally, where no site within a settlement can be found, a site may be permitted adjoining a settlement. Emerging Core Strategy policy also expresses support for new education facilities, advising that these should be located at suitable locations within Bridgwater and other towns and villages.  Unlike the case of the Park & Ride and freight management facility, there will be a range of potentially suitable brownfield and preferred greenfield locations within the defined settlement boundary that should be considered as part of an options appraisal. Consideration should be given to the potential legacy use of the building, whether this would be used by EDFE or another organisation. The means of travel to the training centre would need to be considered as part of a robust and comprehensive travel strategy for the HPC project.	89893-1202-17780		/		

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The northern extent of Search area J23A contains a Site of County Importance for Archaeology and is located opposite a site containing Motte and Baileys (a Scheduled Monument). Policy HE12 advises that planning permission will not be granted for development which would damage or destroy local important archaeological remains, unless the importance of the development outweighs the local significance of the remains;	88390-1203-3546			/	<p>This response addresses comments relating to the principle of the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.</p> <p>EDF Energy has received a wide variety of comments regarding the principle of the Proposed Development at Junction 23. Many responses received from various consultees supported the overall principle of the development whilst others disagreed in principle to all, or part, of the proposals.</p> <p>The rationale for the location of the proposed Junction 23 site is set out in the <b>Transport Assessment</b> and the appended <b>Freight Management Strategy</b> as well as the <b>Alternative Site Assessment</b> which is appended to the <b>Planning Statement</b>. As stated within these documents, there is a clear strategic requirement of the HPC Project for park and ride facilities, freight management facilities, a consolidation facility for postal/courier deliveries and the induction centre to be provided close to Junction 23 of the M5. These documents also explain the size of facilities required at Junction 23.</p> <p>Junctions 23 has been chosen as the location for a park and ride facility and freight management facility given the suitability of its location to intercept workers and deliveries travelling to the HPC construction site from multiple destinations north of Bridgwater. The consolidation facility for postal/courier deliveries would also enable the consolidation of post and small consignments and the controlled release of vehicles between the facility and the HPC construction site. The Proposed Development would, therefore, minimise travel demand by private car, maximise opportunities to travel to the HPC construction site by sustainable modes and help to mitigate the impact on the local road network between Junction 23 and the HPC construction site.</p> <p>With specific regards to the induction centre, there is a clear requirement for this element of the proposal to ensure that workers involved in the construction phase are properly inducted into the HPC construction process. Due to the functions accommodated as part</p>
Tractivity 682	Public	Stage 2	10. Any other ideas or comments? Only satisfactory if bypass built to reach it instead of traffic going up A39	9442-1203-5198		/		
Tractivity 696	Public	Stage 2	5. Any other ideas or comments? Satisfactory but APPREHENSIVE about the traffic problems that will arise at J24 of the M5.	9456-1203-2471			/	
Tractivity 716	Public	Stage 2	10. Any other ideas or comments? Excellent idea: A39 Junction 23 area populated lots of villages able to offer accommodation	9474-1203-5600			/	
Tractivity 759	Public	Stage 2	10. Any other ideas or comments? Great idea	9517-1203-5007			/	
Tractivity 784	Public	Stage 2	10. Any other ideas or comments? WHAT A LOAD OF RUBBISH no one will use this for Bridgwater check the demographice of the location proposed there is not enough industry to support this	9542-1203-5525		/		
Tractivity 799	Public	Stage 2	10. Any other ideas or comments? No need for a park and ride in this location if all accomodation is on site. Just provide a bus service for your workers from the site to bridgwater town center.	9557-1203-7295		/		
Tractivity 803	Public	Stage 2	10. Any other ideas or comments? got something right	9561-1203-5280			/	



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Tractivity 807	Dual - Consultee with an Interest in Land and Public	Stage 2	5. Any other ideas or comments? The Bridgwater South site junction 24, M5, would be totally wrong for a park and ride and freight logistics facilities. It is a rural housing area, with a new school coming to the area. The use of the existing access road which leads onto the estate is totally unacceptable. It will lead to noise pollution, light pollution, criminality at the location. Increased traffic on the local main road network will lead to grid locking of a road already unable to cope with existing and transient holiday traffic. Road safety for residents and school children will be compromised. Value of houses will go down in the area  Bridgwater North , junction 23, M5. I support this site due to it already being an industrial area with plenty of existing space to accomodate development, it will not affect the quality of life of residents as would the junction 24 proposal	9565-1203-2518			/	of EDF Energy's induction process, including drug and alcohol testing, the collection of biometric data and the hosting of UK Border Agency staff, EDF Energy requires the induction centre to be in an accessible, secure and well defined location and remote from the HPC construction site. A bespoke building is required to ensure the efficient movement of workers through the process and to provide secure storage of the data collected.  The induction centre would be the first port of call for workers when they begin on the construction phase of the HPC Project – before they go, for example, to the HPC construction site. Many workers would be unfamiliar with the local area, would arrive by car and some may be foreign nationals. Junction 23 was chosen as the most appropriate location for this facility as it has good access from the national motorway network and is easy to find. It has been assumed that induction would be a one-off, full day session. Further details regarding the siting of the induction centre are set out in the <b>Planning Statement</b> .
Tractivity 812	Public	Stage 2	10. Any other ideas or comments? again we would be interested in operating the facilities and provide a truck stop facilities	9570-1203-5635			/	
Tractivity 849	Public	Stage 2	10. Any other ideas or comments? Not on the A39. Build a new road at Dunball to accomodate all the heavy freight.	9607-1203-5414		/		Comments were received which objected to the principle of the development on the basis that it would result in the loss of greenfield land. The principle of the Proposed Development is addressed in the <b>Planning Statement</b> . However, as explained in <b>Chapter 5, Volume 8 of the Environmental Statement</b> and the <b>Post-Operational Strategy</b> appended to the <b>Planning Statement</b> , the Proposed Development is temporary and only required by EDF during the construction of the HPC power station. Following EDF Energy's use of the site, the Proposed Development could be removed and the land returned to agriculture. Alternatively, the site could be retained in part to allow for future use by third parties.
Tractivity 858	Public	Stage 2	10. Any other ideas or comments? Bridgwater does not need a park and ride facility as there is now no industry - so perhaps some other use of the land would be more appropriate.	9616-1203-5065		/		
Tractivity 864	Public	Stage 2	10. Any other ideas or comments? Hope others can use it too? Not just workers? ie kids on school trips to power station?	9622-1203-5395		/		
Tractivity 874	Public	Stage 2	10. Any other ideas or comments? Again. the traffic problems referred to in previous sections. Workers and HGVs would need to reach destination of Hinkley.	9632-1203-6607			/	The design of the Proposed Development at Junction 23 has been amended to omit the 'triangle' of land immediately to the west of Dunball Roundabout so that this can be progressed for development. The proposed internal roundabout has been designed so that it can be connected to this area if development was brought forward.
Tractivity 892	Public	Stage 2	10. Any other ideas or comments? All unsatisfactory. power NOT needed here. Build it in the South East NOT HERE	9650-1203-5487		/		At the Stage 1 consultation, EDF Energy received a comment regarding the Proposed Development's possible effect on a 'Site of County Importance for Archaeology'. The Motte and Bailey Scheduled Monument is located approximately 100m from the site boundary. <b>Chapter 16, Volume 8 of the Environmental Statement</b> provides a full assessment
Tractivity 901	Public	Stage 2	10. Any other ideas or comments? If you mean to locate the bulk of this near M5/J23 - fine. But my understanding is that much of this is planned for Combwich, totally unreasonable.	9659-1203-5684			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 917	Public	Stage 2	10. Any other ideas or comments? Not required	9675-1203-5973		/		<p>of the impacts of the Proposed Development on the historic environment and demonstrates there would be no impact to off-site heritage assets as a result of the Proposed Development.</p> <p>A number of consultees have agreed with the principle of the Proposed Development, however, they have suggested that Junction 23 should be the location of more, if not all, of the park and ride facilities. EDF Energy has proposed four separate park and ride facilities which are strategically located to maximise the take up of this service, and to ensure the facilities provide coverage of a wide geographical area. To make Junction 23 the only park and ride site would undermine the purpose of the park and ride network and result in increased levels of traffic on some parts of the local road network. A full explanation of the location of the park and ride sites is set out in the <b>Transport Assessment</b>.</p> <p>Similarly, freight management facilities are proposed at both Junctions 23 and 24 of the M5. The <b>Freight Management Strategy</b> explains how the freight management facilities at Junctions 23 and 24 of the M5 would manage HGV movements on the highway network. It also explains the combination of freight measures proposed to reduce and control the use of road freight traffic during the HPC construction phase. A site adjacent to Junction 23 of the M5 is required to intercept delivery vehicles which would be travelling from the north on the M5 towards the HPC construction site before they reach local roads. A freight management facility in this location would therefore be well placed to provide a remote holding</p>
Tractivity 917	Public	Stage 2	11. Any other ideas or comments? Not required	9675-1203-6569		/		
Tractivity 920	Public	Stage 2	10. Any other ideas or comments? A good idea	9678-1203-6235			/	
Tractivity 937	Public	Stage 2	10. Any other ideas or comments? A good plan, but unite it with a new road and bridge to Hinkley.	9695-1203-7629		/		
Tractivity 957	Public	Stage 2	11. Any other ideas or comments? This site should be used as an over-fun facility for junction 23 and sent by sea.	9715-1203-6205		/		
Tractivity 993	Public	Stage 2	10. Any other ideas or comments? You are again proposing developing a green field site, and stretching Bridgwater still further.	9751-1203-5775			/	
Tractivity 997	Public	Stage 2	10. Any other ideas or comments? This facility should be made bigger to do away with your proposals for the same at JCT 24. There is enough land at JCT 24 to do this.	9755-1203-5503		/		

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Tractivity 998	Public	Stage 2	<p>1. What are your views on the proposed arrangement and landscaping of the Hinkley Point C site?</p> <p>Box ticked: No opinion</p> <p>1. Any other ideas or comments?</p> <p>No comment</p> <p>2. We have reduced the amount of land to be used during construction in the southern part of the site in response to concerns from local residents. What are your views on this proposal?</p> <p>Box ticked: No opinion</p> <p>2. Any other ideas or comments?</p> <p>No comment</p> <p>3. In order to speed up the process of building the new power station, and enable us to finish work earlier, we intend to apply this summer to undertake preliminary works to prepare the main site and build a temporary jetty for the delivery of bulk materials. If permission for the power station is not obtained, we will be required to reinstate this land.</p> <p>What are your views on our plans for Preliminary Works?</p> <p>Box ticked: No opinion</p> <p>3. Any other ideas or comments?</p> <p>No comment</p>	9756-1203-0			/	<p>area for delivery vehicles.</p> <p>The <b>Freight Management Strategy</b> also explains how in the event of an incident requiring site deliveries to be temporarily suspended, the vehicles would be held at the freight management facility to avoid congesting the local network. The holding capacity (across Junction 23 and Junction 24) would absorb three hours of the peak daily traffic on an average day during the peak quarter. The situation would be monitored and, if necessary, suppliers would be instructed to hold HGVs at the source or at existing network truck stops if already on route, until further notice.</p> <p>More generally, the <b>Transport Assessment</b> also describes the analysis of the impacts of the construction and operation of the HPC project on the local and strategic highway network. This Development Consent Order application is also accompanied by a full suite of documents which provides a robust assessment of the impacts of the Proposed Development at Junction 23.</p>
Tractivity 1006	Public	Stage 2	<p>What are your views on our plans for the site near Junction 23 of the M5?</p> <p>Box ticked: Satisfactory</p> <p>10. Any other ideas or comments?</p> <p>Better access to the northern distributor road dfrom this site then from junction 24 of the M5</p>	9764-1203-5443			/	
Tractivity 1020	Public	Stage 2	<p>What are your views on our plans for the site near Junction 23 of the M5?</p> <p>Box ticked: Satisfactory</p> <p>10. Any other ideas or comments?</p> <p>Good because J24 is the M5 exit designated by the highways department for tourists to the area.</p>	9778-1203-5570			/	
Tractivity 1031	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>Good especially if it links with Dunball to Hinley link otherwise road infrastructure still not adequate.</p>	9789-1203-6254		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1037	Public	Stage 2	10. Any other ideas or comments? These facilities would be constructed on a greenfield site - wrong!. If built the sites should revert to greenfield sites. These suggestions put too much pressure on J23 - freight would be transported to the facility, presumably along the M5 and then the depot - workers would be driving to the park and ride facility in their cars. Movements from Dunball to hinkley will place additional pressure on traffic accessing Bridgwater from the north along the A38, much of which is a single carriageway road. I was quoted 150 HGV movements a day at one of the presentations. What is defined as ?outside peak periods?? The park and ride movements will be dictated by shift patterns, the freight movements by road. This also needs to be put in the context of other considerable developments planned for land to the NEA Bridgwater.	9795-1203-6496		/		
Tractivity 1037	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below I am not opposed to nuclear power and construction of Hinkley c but I consider EDF are making too many demands in the Dunball/Puriton/J23 area.	9795-1203-8300			/	
Tractivity 1053	Public	Stage 2	10. Any other ideas or comments? good idea	9811-1203-5635			/	
Tractivity 1076	Public	Stage 2	10. Any other ideas or comments? Logistically this seem sensible	9834-1203-7156			/	
Tractivity 1122	Public	Stage 2	10. Any other ideas or comments? All comments above apply	9880-1203-7025			/	
Tractivity 1145	Public	Stage 2	10. Any other ideas or comments? Bridgewater doesn't need a park and ride at this Junction. there is not the traffic to support it. It would be better to restore it to a sports and leisure centre with free transport from the local area.	9903-1203-6704		/		
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? Park and ride for workers ok. Freight logistics facility OK. But in our opinion Park and Ride to continue to serve Hinkley after construction. Bridgwater does not require a park and ride facility.	9924-1203-6271		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1171	Public	Stage 2	10. Any other ideas or comments? It sounds reasonable	9929-1203-5284			/	
Tractivity 1182	Public	Stage 2	10. Any other ideas or comments? A good idea in principle, it would be better if it linked directly to site by a dedicated route. See Save Cannington Action Group website. <a href="http://www.savecannington.weebly.com">www.savecannington.weebly.com</a> Consider local views.	9940-1203-6577			/	
Tractivity 1186	Public	Stage 2	10. Any other ideas or comments? In principle, this is a good choice, but should be done in conjunction with a dedicated road from the facility directly to the site, crossing the river north of Bridgwater. you should justify your proposals.	9944-1203-6470		/		
Tractivity 1190	Public	Stage 2	10. Any other ideas or comments? Park and Ride ok but NO frieght logistics. Bring ALL freight in by sea using your two jetties. Keep this horrendous amount of heavy traffic off our roads. After construction, unless it is PROVED it can be put to good use, the land should be returned to its original state.	9948-1203-6855		/		
Tractivity 1219	Public	Stage 2	10. Any other ideas or comments? A good choice to place it here in a location of similar building and industrial areas.	9977-1203-5846			/	
Tractivity 1221	Public	Stage 2	10. Any other ideas or comments? Agree 100%, great idea as most traffic will arrive from the north of Somerset.	9979-1203-6564			/	
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.	9182-1203-4783		/		
Tractivity 62578	Public	Stage 2	10. What are your views on our plans for the site near Junction 23 of the M5?  I simply cannot understand why more use isn't being made of this area. It's already an industrial site. It's already a docking area with a jetty and has substantially less residential problems to deal with.	10129-1203-10939	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62938	Public	Stage 2	Best place for it.	10177-1203-6975			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Landowner - Bowerings Animal Foods	Consultee with an Interest in Land	Stage 2	<p>Whilst the client has no objection to the principle of the proposals to ensure that will support your clients application will be dependent on the fact that compensation entitlement must reflect my clients commercial interests etc., both actual and foregone.</p> <p>On consulting yourselves as Agents acting on behalf of EDF Energy, that you do not have any instructions to proceed with negotiations for the agreement of compensatory terms or provisions for option or outright purchase, at this stage I would hope that those circumstances do change quickly.</p> <p>My clients proposals are put "on hold" pending clarification of the scheme and the grant of any necessary consents. This effectively blights my client's land, whilst EDF Energy's scheme is pending. This clearly is unsatisfactory from a business opportunity point and will have financial implications. Whilst the scheme may be perceived as for the "greater good", EDF Energy's proposals are part of an ambitious scheme, for profit. The influence that this has over your business and its future plans is negative and it would be equitable for that to be acknowledged and compensated for.</p> <p>I require confirmation that not only will EDF Energy pay compensation under all heads of claim, on a commercial basis, reflecting the commercial nature of the client's interest and his business, but that in addition, this would need to include an extra overpayment for the inconvenience and financial loss associated with the implementation of their scheme from the date of the original public notification of EDF Energy proposals up to the date of compensation receipt. This is to cover the effective sterilisation of the site, loss of profit etc., due to your client's scheme, over which my clients have no control.</p> <p>My clients planning and design costs would all have to be re-worked for an alternative site configuration, with the attendant costs and risks.</p> <p>I will need to have assurances about the following:</p> <ul style="list-style-type: none"> <li>- Full rights of access over new and revised infrastructure to the site including full services</li> <li>- Right of access to water attenuation facilities including capacity</li> <li>- Rights of access to specialist consultants reports concerning the development and associated off site works (including copyright)</li> <li>- Rights of access to topographical surveys before and after development</li> <li>- Rights to acquire interests in post works land, (no longer required) with full access rights</li> </ul> <p>This list is not exhaustive and will be subject to further discussion and drafting. I would point out that my client is looking to retain long term interests in the land, so this may add a different perspective to our negotiations.</p>	10245-1203-279	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62469	Public	Stage 2	1) The proposals for Junction 23 are likewise unacceptable. The Bristol Road is congested enough as it is and lacks few attractive features - the north side of town being the most industrial. Nevertheless, like the Taunton Road, the road itself is a largely residential road and residents put up with enough as it is. The pollutants and dust generated by more traffic crawling along that road will be intolerable.	89469-1203-10846		/		
Highways Agency	Statutory Consultee	Stage 2	The Agency has reviewed the Flood Risk Study Reports and Appendix C of the Transport Appraisal focussing on flood risk and the potential impact on the SRN. It is noted that Hinkley Point C and the on-site associated development is located within Flood Zone 1 and is not at risk of flooding, however, the main access road (C182) is at risk. As such, the Agency requires details of the strategy that EDFE has in place should this road flood and what the potential impact is on the SRN. Confirmation is also required that in the event of a road closure any freight storage sites have the capacity to store the additional material being delivered to the holding sites but not being taken onwards.	89174-1203-448	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The construction phasing is a concern as it appears that not all freight facilities; HPC jetty, Combwich wharf, J23 and J24 logistics facilities will be available for use prior to the construction phase commencing.	89234-1203-4201			/	
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 important to ensure that, should the EDF Energy proposals at Junction 23 come forward, a coordinated approach to site access and utility services is pursued that facilitates development of the Mill site fronting Dunball roundabout.	89386-1203-7153			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is the Council's view that the development of a Park and Ride and freight logistics/storage facility would be acceptable providing the following criteria are met: <ul style="list-style-type: none"> <li>It must be demonstrated that the proposal forms part of a robust transport/ logistics strategy and investment package that prevents adverse impacts arising and which contributes to the achievement of wider transport objectives. These include delivery of the A38 public transport corridor, enhanced public realm as set out in the Bridgwater Vision and delivery of improved walking and cycle routes in Bridgwater</li> <li>A legacy plan for the site and surrounding area should be agreed by EDF Energy, Sedgemoor District Council and Bridgwater Town Council prior to the submission of the DCO application.</li> </ul>	89386-1203-7637			/	

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 and consultee with an interest in land	Stage 2 Update	1.25 We query the reason for locating the Induction Centre outside of Bridgwater town centre close to the M5 J23. We strongly recommend a more sustainable location be considered, in accordance with PPG13 principles. We assume this Induction Centre will form part of the DCO application, however we seek clarification on this point. This is a separate facility not directly related to the HPC construction phase, and therefore we formally request a full transport assessment for this proposal.	89845-1203-11995		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The location of the proposed Park & Ride site and freight management facility is considered logical and may be the most appropriate of the four sites for expansion, given the adjacent industrial land uses and distance from residential properties.	89875-1203-3590			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is the view of SDC that the proposed changes to the M5 Junction 23 proposals have been worsened through a substantial increase in the capacity of the facility with no detailed justification. The logic for the broad location of the proposed Park & Ride site and freight management facility is understood, but the proposal cannot be supported until a robust and detailed transport strategy is provided, along with a detailed Flood Risk Assessment. It is likely that there will be a need to contribute to the Parrett Barrier scheme but it is premature to provide advice on this, pending the technical work on flood risk. In the absence of information the worst case scenario will be assumed. It is also notable that the Proposed Changes introduce a proposal for a sizeable induction and training centre on a temporary development site outside the Bridgwater settlement boundary.	89893-1203-13655			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Notwithstanding the broad suitability of the proposed site, consistent with the Draft HPC SPD, the Council considers that for a temporary Park & Ride and freight management facility to be supported, it must form part of a well evidenced and robust transport strategy and investment package, the details of which have yet to be provided. This should seek to prevent where possible and otherwise minimise as far as possible adverse traffic impacts arising and contribute to the achievement of wider transport objectives in Bridgwater. In particular, the Proposed Changes do not make any reference to the potential incorporation of a public Park & Share facility, a proposal that was raised in the Councils' Stage 2 Response.	89893-1203-15710			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 2	It is not acceptable for the development of the accommodation campus at Bridgwater-A or Bridgwater-C or the park and ride facilities to proceed on the basis of the investment made through section 106 contributions made by Hallam Land Management and other sources to secure the North East Bridgwater development.	89456-1199-3722			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	In terms of the construction of associated development sites at both J23 and J24, the Agency notes that the construction phase is set to commence in 2011 for J23 and 2012 at J24. The Agency welcomes a staggered approach and would seek to ensure that the construction periods do not coincide in order to minimise any cumulative impact. Junction 23 - Proposals – Construction	88860-1200-16887	/			<p>The Junction 23 site, which includes a park and ride facility, a freight management facility, a consolidation facility for postal/courier deliveries and an induction centre has developed from the proposals presented at the Stage 1 consultation to the proposals now set out in the DCO application. The Junction 23 site has grown in size to now accommodate up to 1,300 vehicles plus 85 HGV spaces at the freight management facility. An induction centre with 120 car parking spaces would be provided at this site.</p> <p>Construction of the Junction 23 facility would commence in 2013 and would be operational by 2014.</p> <p>The construction of the Junction 23 and 24 sites would be staggered to help to minimise any cumulative impact that HPC construction operations may have on the existing network</p> <p>See the Transport Assessment and the Environmental Statement, Volume 8, Chapter 5 for further details.</p>
Tractivity 754	Public	Stage 2	10. Any other ideas or comments?  Junction 23 (M5) is ideally situated for the proposed facility. This site has the greatest potential for use after the power station has been constructed.	9512-1200-5208			/	
Tractivity 808	Public	Stage 2	10. Any other ideas or comments?  however i beleive this site should be made bigger and remove the need for the need for your diabolical plans for j24 wher you beleive it is a good idea to build an industrial site on a residential area. what idiot is possibly thinking this would be a good idea	9566-1200-6147	/			
Highways Agency	statutory consultee	Stage 2 Update	2.8 The Associated Development Construction document indicates that construction of the facilities at M5 Junction 23 and Junction 24 will occur at the same time. EDF Energy will need to demonstrate to the Agency that the construction of these facilities in parallel will not cause detrimental impact to the SRN. Detailed negotiations will be required with the Agency along with the agreement of appropriate traffic management schemes to ensure the safety and free-flow of traffic on the SRN is not affected by the construction proposals. Furthermore, EDF Energy will need to liaise with the Agency to agree the timing of the construction works at Junction 23 and Junction 24 for the Associated Development sites to ensure that these works do not conflict with other Agency and third party highway works on the SRN.	89837-1200-5534	/			

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Highways Agency	Statutory Consultee	Stage 1	Section 4.5 states that consultation with the Agency has identified that there are no planned improvement works to J23. This is indeed correct within the timescales identified as peak periods to be assessed as part of the modelling, however, an internal study has highlighted that J23 could benefit from signalisation in the future, subject to a further study being undertaken.	88870-1196-6568			/	At the Stage 1 consultation, EDF Energy were proposing two search areas, one area located directly to the west of the A38 Dunball Roundabout and the second area to the south of Dunball Roundabout adjacent to the A38. The former site was EDF Energy's preferred location at Stage 1 consultation and it was taken forward into the Stage 2 consultation.
Tractivity 62938	Public	Stage 2	Best place for it. Also for hostels. Especially when Northern by-pass built, everything will be in one place and cause no nuisance to people of Bridgwater and Cannington and Comwich and Williton.  This is where everything you propose should happen – supposing the government want Hinkley C.	10177-1196-6975			/	For EDF Energy's Stage 2 consultation the planning application boundary was amended to remove a triangle of land immediately to the west of Dunball Roundabout as Sedgemoor District Council supported the use of this land for a 'gateway' development. The omission of this land from the layout would enable permanent development of the site to be advanced by other parties. In addition a minor extension to the site boundary to the immediate west of Dunball Roundabout was made to include land required to undertake essential highway works.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	North Bridgwater could become part of a green gateway to the town focused on high quality employment and office accommodation which could include a hub managed facility for small and growing companies in knowledge based and environmental sectors benefitting from the riverside location, access to the M5 corridor and strategic gateway to Hinkley Point. Links could also be made with Bridgwater College in terms of training and employment opportunities.	89386-1196-4186			/	The proposed development at Stage 2 consultation consisted of a park and ride facility (772 parking spaces) and a freight logistics facility (75 heavy goods vehicles (HGV) parking spaces) orientated in a north-south alignment with the parking area to the south and the freight facility to the north.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The park and ride site will provide mitigation. However, less "engineered" layouts should be considered which reduce the carbon footprint of its construction	89428-1196-1832	/			Based on further work on the workforce numbers after the Stage 2 consultation, EDF Energy determined that a greater number of parking spaces would be required than previously envisaged. EDF Energy therefore concluded that they would require a park and ride facility with parking for up to 1300 spaces for their workforce. In addition EDF Energy identified the need to increase the number of HGV parking spaces to 85. In response to written comments responses received during the Stage 2 consultation, and the increased parking demand, the locations of the park and ride and freight facility were flipped so that the freight area would be located to the south, adjacent to the existing commercial units in Bridgwater Business Park, and the park and ride located to the north. The park and ride layout would comprise two areas with the southern part constrained on its western boundary by an existing field boundary of significant ecological and landscaping value and the northern area located adjacent to the Vehicle Auction Centre boundary. Spoil mounds containing excavated soils from the site would be located to the west of this parking area. These proposals formed part of EDF Energy's Stage 2 Update consultation. Other changes introduced by EDF Energy which formed part of the Stage 2 Update consultation were:
Tractivity 1037	Public	Stage 2	The Park and Ride and freight logistics facility at Dunball, using greenfield sites and increasing traffic.	9795-137-8300			/	



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								<ul style="list-style-type: none"> <li>The introduction of an Induction Centre located to the east of the park and ride area.</li> <li>A consolidation facility adjacent to the freight amenity building (within the freight management facility) for courier deliveries arriving in small vans.</li> <li>Alterations to the site boundary to accommodate landscaping.</li> <li>A drainage outfall to the River Parrett.</li> <li>Omission of a trapezoidal shaped area of land to the north of Dunball Drove that was previously the subject of a planning application.</li> </ul> <p>The change in layout to keep the proposed park and ride and freight uses adjacent to existing uses was supported by consultees.</p> <p>The Induction Centre would be an introductory training facility for EDF Energy's Hinkley Point C (HPC) workforce and would be provided with 120 parking spaces. Courier deliveries would be consolidated into a smaller number of vehicles to reduce transport movements through Bridgwater and Cannington.</p> <p>Further to the Stage 2 Update consultation EDF Energy introduced further amendments which are summarised as follows:</p> <ul style="list-style-type: none"> <li>Consolidation facility for courier deliveries was moved from a location adjacent to the freight amenity building to a location adjacent to the induction centre. This would enable more efficient movement of courier vehicles, so that they would not come into conflict with HGVs at the freight management facility barrier control.</li> <li>Footprint of induction centre reduced and building height increased to two storeys to allow for incorporation of a servicing area into the layout.</li> <li>Balancing ponds to west of the park and ride area and adjacent to the induction centre were removed. Lost attenuation would be offset by the use of storage within car park sub-base.</li> <li>Balancing pond to the south of the freight management facility relocated further to the west and a drainage ditch added heading north towards Dunball Drove to enable surface water discharge</li> </ul>



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								<p>from the park and ride areas to be drained to the River Parrett.</p> <ul style="list-style-type: none"> <li>Application boundary to the south of the site amended to enable minor flood mitigation works to be undertaken at the interface between the existing river wall and earthworks flood defence embankment. This included additional land required for a temporary diversion of the existing Public Right of Way (PROW) that follows the River Parrett.</li> </ul> <p>Once EDF Energy have no further operational need to retain the proposed uses at Junction 23 for the construction of HPC the land would be returned to its former use, unless another party with planning permission for the change of use from a temporary facility to an alternative longer term use takes on some or all of the infrastructure.</p> <p>The boundaries of the built development have in general been located a minimum distance of 10 metres from the proposed planning application boundary, where it is of significant ecological and landscape value.</p> <p>EDF Energy will undertake and maintain necessary ecological mitigation during the construction and operation of the facilities as outlined in <b>Chapters 14 and 15 of Volume 8 of the Environmental Statement (ES)</b>. The scale of the landscape screen planting would be commensurate with the temporary nature of the development and would not unduly prejudice the return of the land to its former use.</p> <p>It is EDF Energy's intention that soils excavated within the site for the construction of the facility would be retained within the area defined by the planning application boundary and not removed off site. This would not only avoid additional construction traffic movements on the highway network but would also ensure there is material on site for the reinstatement of the land, following the removal of the facility once EDF Energy have no further requirement for the site. The excavated soils would be stored in two mounds located to the north-west of the site where they would provide some visual screening to the northern parking area. These mounds would be used for the storage of excavated topsoil and other soils with heights up to 2.5 metres above existing ground levels and sown with grass seed. EDF Energy also considered providing mounding with planting to the south of the freight management facility to provide screening from the River Parrett PROW. However the mounding was</p>

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								<p>discounted due to the possible impacts on flooding in the event of a breach of the existing flood defences. EDF Energy still intends to carry out landscape planting works to provide screening.</p> <p>Once EDF Energy has no further requirement for the various facilities at Junction 23 for the construction of HPC, they would remove the buildings, hardstandings, roads, earthworks platforms and associated infrastructure, including access onto Dunball Roundabout, and undertake reinstatement works to enable the land and access to be returned to its former use. EDF Energy would use best endeavours to sustainably dispose of the structures and materials removed through either reuse or recycling before disposal at licensed landfill sites. Ecological mitigation works would be retained as would any landscaping works undertaken as part of either the ecological mitigation works or improvements to existing boundaries. In addition EDF Energy would retain the balancing pond with a ditch leading to Dunball Drove and the outfall to the River Parrett along with the improvements to the flood defences. Should development of the triangular site to the north of the new roundabout come forward during EDF Energy's occupancy of the site then the access off Dunball Roundabout could be retained, subject to agreement with the highway authority.</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 considered that more substantial landscaping proposals, particularly along the southern boundary of the site, will assist in screening the site and existing industrial buildings from the River Parrett Trail.	89386-1197-12897	/			The landscape proposals for the J23 site have been designed to produce the most appropriate landscape setting and screening of the proposed development in the temporary timescale available whilst being directed by the ecological objectives of the area and enabling the ecological mitigation requirements of the site. In response to comments received at Stage 2 requesting more substantial landscaping proposals to assist in screening the River Parrett National Trail from the site, a length of bunding has been proposed along the southern boundary of the site. This would be planted up with a native mix of semi-mature trees and native shrubs to ensure that views into the site from the River Parrett Trail would be minimised. This has been illustrated on the photomontage which accompanies the assessment in <b>Volume 8 of the Environmental Statement.</b>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A commitment to landscaping and a management regime that will enhance the biodiversity of the site in short and long term is welcomed.	89386-1197-13116			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- It is noted that the site boundary has been changed to accommodate landscaping and drainage, which will be important elements of the final proposals.	89894-1197-1481			/	

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Highways Agency	Statutory Consultee	Stage 1	In reviewing the potential legacy of Site J23-B, the Agency understands that the applicant is considering opportunities for either the continuation of a Park and Ride to serve Bridgwater as a whole and/or for part of the site to be developed for employment use. The Agency accepts that the site did previously benefit from a planning consent for 5,000 sqm of employment development. However, in the case of the associated development options proposed, the Agency is providing comments based on the temporary nature of the use. In considering potential legacies, we would seek to be involved in discussions at the earliest opportunity. Furthermore, we would expect any long-term use to be subject to a new planning application which will be supported by a robust TA and TP at this point in the future, which should be produced in accordance with the Circular 02/2007 (i.e. post construction and completion of the nuclear plant). It may be appropriate for the Agency to recommend a condition which requires the land use to be reverted to its original use once the construction period and temporary planning consent has lapsed.	88860-1198-14749			/	<p>This response addresses comments relating to the post-operational use of the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.</p> <p>Throughout consultation, comments were received which suggested a range of uses for when the site is no longer required by EDF Energy in connection with the construction of the HPC power station. These include:</p> <ul style="list-style-type: none"> <li>retaining the park and ride facility;</li> <li>creation of a 'park and share' facility;</li> <li>local employment opportunities;</li> <li>filling station; and</li> <li>overnight stay area for HGVs.</li> </ul>
Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	- The ongoing viability of the Park and Ride site beyond the Hinkley Point C construction period and the implications this could have for legacy and restoration proposals.	88400-1198-2478			/	<p>A number of consultees also suggested that the Proposed Development at Junction 23 should be returned to its original state upon cessation of use by EDF Energy.</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 provision of fully serviced employment sites may represent an appropriate legacy use, depending on the acceptability of employment site allocations in the Core Strategy.	88400-1198-2947			/	<p>Once the Proposed Development is no longer required to support the construction of the HPC power station, the site could be restored to its current agricultural use. Alternatively, the site may continue to be used for similar commercial purposes (for example, park and ride and/or freight management uses); or the site may be redeveloped for employment generating uses (for example, business uses (Use Class B1, under the Town and Country Planning (Use Classes) Order 1987), general industrial uses (Use Class B2) and/or storage/distribution uses (Use Class B8)). This is consistent with the post-operational use for the site that EDF Energy has formally consulted upon. In whichever option is pursued, it is likely that landscaping, ecological mitigation and drainage improvements associated with EDF Energy's use of</p>
Tractivity 742	Public	Stage 2	10. Any other ideas or comments?  This site should be reinstated except possibly the park and ride facility only to remain	9500-1198-5284			/	

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Tractivity 806	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>Traffic flow is not great in this area, particularly at rush hour and seasonal holiday traffic. Further new housing in this area will add to this. Your proposal in my opinion would make this considerable worse. This is illustrated by estate agents devaluing local houses by Â£25,000 on news of your proposal.</p> <p>This proposal will likely cause increased traffic through stockmoor village as frustrated drivers try to circumvent the congestion caused.</p> <p>I am concerned that a permanent use for this land would permanently introduce the above stated issues.</p>	9564-1198-5265			/	<p>the site would remain in place.</p> <p>It would also be possible for EDF Energy or other parties to make alternative planning applications for the future use or development of the site, which would be determined through the planning process in the normal way. This route may be used, for example, if in the future, planning policy, extant planning permissions or surrounding land uses suggested that an alternative future use of the site may be appropriate.</p> <p>Statutory consultees have commented that there has been a lack of clarity and information provided with regards to the post-operational use of the Proposed Development and that any post-operational use should be set out prior to this Development Consent Order (DCO) application submission.</p>
Tractivity 891	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>Good idea to reuse</p>	9649-1198-5060			/	<p>At the Stage 1 consultation, it was not possible to set out a precise post-operation use for the Proposed Development, as EDF Energy was consulting on wider search areas, rather than specific sites. However, once proposals became clearer, EDF Energy was able to develop the post-operational strategy for each site. The DCO application therefore sets out a range of options for post-operational use and these are assessed within the Environmental Statement.</p>
Tractivity 913	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>As this is a Greenfield site what about any impact for the surrounding area? Although small site in comparison facilities could pollute not only in ?light? ways but generally. But looking to the future perhaps this land could be a good link to the ever growing town.</p>	9671-1198-6866			/	<p>Further information on the post-operational use of the Proposed Development at Junction 23 can be found in the <b>Post-Operational Strategy</b> which accompanies this application for development consent and in <b>Chapter 5, Volume 8</b> of the <b>Environmental Statement</b>.</p>
Tractivity 927	Public	Stage 2	<p>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.</p>	9685-1198-9002		/		
Tractivity 986	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>This idea sounds reasonable but more thought is needed. If EDF provided Bridgwater with a legacy of good facilities which would mean a more secure economic future, the park and ride would be useful. if not, it would be a waste of time.</p>	9744-1198-8478			/	

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Tractivity 1022	Public	Stage 2	8. Any other ideas or comments?  Needs to be to a good design standard, with adequate security. Plus the area made good to it's state beforehand or made better. Also, steps should be taken to protect the wildlife & ensure wildlife & natural habits not destroyed during building of park n ride.	9780-1198-3859	/			
Tractivity 1041	Public	Stage 2	10. Any other ideas or comments?  There are no shops or large businesses in Bridgwater to warrant a park and ride.	9799-1198-5441		/		
Tractivity 1166	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments?  Park and ride for workers ok. Freight logistics facility OK. But in our opinion Park and Ride to continue to serve Hinkley after construction. Bridgwater does not require a park and ride facility.	9924-1198-6271		/		
Tractivity 1190	Public	Stage 2	10. Any other ideas or comments?  Park and Ride ok but NO frieght logistics. Bring ALL freight in by sea using your two jetties. Keep this horrendous amount of heavy traffic off our roads. After construction, unless it is PROVED it can be put to good use, the land should be returned to its original state.	9948-1198-6855		/		
Tractivity 257	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?  Only J23 would be necessary if the correct bypass options were chosen.	8946-1198-2602			/	



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Tractivity 281	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>Yes, at J23 and J24.</p> <p>Could local residents be provided with passes to use buses, perhaps at off-peak times?</p>	9344-1198-3940		/		
Tractivity 432	Dual - Consultee with an Interest in Land and 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 M5 junctions should be used as sites for Park and Ride as much traffic travelling to the power station travels these routes. junction 24 picks up Taunton and the south and Jn 23 the north. this would help congestion in Bridgwater</p>	9352-1198-5043			/	
Tractivity 544	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>It all depends who you employ once the stations are up and running. In the long term I would imagine a park and ride at junction 23 would be more valuable. But there would have to be financial inducements bot to bring a car to the station at Hinkley Point.</p>	9213-1198-4010			/	
Tractivity 583	Public	Stage 1	<p>9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?</p> <p>Good overall</p> <p>I feel the environmental impact must be minimised and a long term view of the needs of the community after the build considered (such as whether the park and ride/ hostels/ frieght handling areas should be returned to their original use (or even better)</p>	9252-1198-4317			/	

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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>	9364-1198-4126			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Long term legacy - paragraph 5.8 of the P&R masterplan details that the site should be suitable for continued use either as continued P&R facility or suitable employment uses. However there is insufficient detail relating to an interim period and the continued maintenance/surveillance of site once the use of P&R site is redundant for Hinkley purposes. Further detail/mitigation is required.	89203-1198-3036	/			
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.	89210-1198-5037	/			
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.	89211-1198-4136	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	1.29 The County Council is unable to come to a definitive view regarding the potential legacy uses of the P&R sites at M5 J23 and J24 at this stage, since further work is required to identify whether there may be a long-term demand for these facilities. Any such proposals for legacy use will need to be considered in the policy context for Bridgwater such as the Bridgwater Vision	89220-1198-8185	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The County Council is unable to come to a definitive view regarding the potential legacy uses of the P&R sites at M5 J23 and J24 at this stage, since further work is required to identify whether there may be a long-term demand for these facilities. Any such proposals for legacy use will need to be considered in the policy context for Bridgwater such as the Bridgwater Vision; the County Council will require further discussions with EDF on this matter.	89225-1198-1619	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Legacy strategy has yet to be developed, but there are indications of legacy in the Transport Appraisal. Figure 5.2 identifies the J23 and J24 P&R sites as part of the potential project legacy. The County Council is unable to come to a definitive view regarding the potential legacy uses of the P&R sites at M5 J23 and J24 at this stage, since further work is required to identify whether there may be a long-term demand for these facilities. Any such proposals for legacy use will need to be considered in the policy context for Bridgwater such as the Bridgwater Vision; the County Council will require further discussions with EDF on this matter. The legacy of any bus priority measures and bus infrastructure enhancements will also need to be considered. The benefits of providing these network improvements should be maintained post-construction.	89227-1198-8413	/			
Bridgwater Town Council	Dual - statutory consultee and consultee with an interest in land	Stage 2	On the subject of legacy issues it is this Council's opinion that the benefits of a couple of park and rides is risible and simply not good enough.	89263-1198-6762			/	

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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 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.	89325-1198-2240	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	At the end of the operational use by EDF Energy, the current proposals are for the Park and Ride and freight logistics facility to be left in place to allow for continued use. The principle reasons for this decision set out by EDF Energy are listed below, together with responses by the Council.	89386-1198-8430			/	
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 has been identified as a potentially suitable area for a Park and Ride - Analysis by Somerset CC reveals that there is no short-term requirement for a general Park and Ride site in this location, and the site may not be appropriate for a Park and Ride even in the long term.	89386-1198-9127			/	
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, however, a requirement for a "park and share" facility to relieve pressure on the highway from current informal parking. This could be incorporated into the scheme as an immediate benefit, with associated measures to discourage informal parking and associated anti-social behaviour around J23. There is potential for welfare facilities provided as part of the EDF Energy scheme to be shared with a designated public parking area. Provision for HGV over-nighting, a petrol/diesel filling station and service area with food facilities would also meet a local need.	89386-1198-9412		/		

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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	Given the level of uncertainty around the feasibility of a Park and Ride in the short and long term, the Council would seek to keep the legacy use of the site under review throughout the construction period. Reinstatement to greenfield land would be required if no other suitable uses are agreed.	89386-1198-9988			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Proposals for renewable energy technologies such as photovoltaics, solar thermal collectors and ground source heat pumps at the site are welcomed, and the Council would be interested to investigate with EDF Energy how this infrastructure might be retained beyond the Hinkley Point C construction period.	89386-1198-10746			/	
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 contradictions as to whether the site will be restored to agriculture (temporary land take) in section 6.1.4 and 6.1.39, or be converted for legacy uses (permanent land take) in section 6.1.5 and 6.1.39. These contradictions affect the assessment of significance. From the point of view of land use, it is not correct to say that full reinstatement represents the 'worst case view' for assessment	89388-1198-7333	/			
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.	89428-1198-7310	/			
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.	89837-1198-7218	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	statutory consultee	Stage 2 Update	3.24 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.	89839-1198-2934	/			
Highways Agency	statutory consultee	Stage 2 Update	3.30 The Stage 2a Consultation document states that 'some of the facilities could remain in place for future use' however EDF Energy does not provide any information as to their intentions for restoration of the site or their intentions in relation to the submission of future planning applications. Clarity is required on this matter.	89839-1198-4360	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Bridgwater, Taunton and Wellington Future Transport Strategy  This transport strategy identifies Park & Ride facilities at M5 Junctions 23 and 24 as potential elements of an A38 Public Transport Corridor. Recent analysis by Somerset County Council suggests that there may be no long-term requirement for a legacy public Park & Ride at this location. There is, however, considered to be a requirement for a "Park & Share" facility to relieve pressure on the highway from current informal parking that might be incorporated into the scheme from the outset.	89893-1198-10283		/		



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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>With respect to the legacy of the site, the Proposed Changes advise that some of the facilities could remain in place for future use subject to the appropriate planning permission or the land could be reinstated as a greenfield site. This approach corresponds in terms of basic principles with that set out in the Draft HPC SPD, which states that part or all or part the site could potentially be used for alternative development as a legacy, if approved during the construction stage of the HPC project:</p> <ul style="list-style-type: none"> <li>- Retention of a Park &amp; Share facility if through a trial this is shown to be required and viable in the long-term.</li> <li>- Subject to further assessment by SCC, the trialling of a public Park &amp; Ride site.</li> <li>- Refurbishment of sites and buildings or new development, assessed with respect to the planning policy context at that time.</li> <li>- Permanent legacy uses relating to the delivery of the low carbon cluster, with proposals being assessed with respect to the planning policy context at that time.</li> </ul> <p>Retention of hardstandings and buildings on a speculative basis is not considered an acceptable legacy proposal. Therefore, if none of the four options set out above is considered acceptable then the site should be reinstated to greenfield land, with only flood risk management and planting to be retained where appropriate.</p>	89894-1198-2707			/	

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Park and Ride facility (750 cars): Drainage and pollution prevention measures should be fully investigated. Appropriately sized interceptors will be required to deal with the drainage for a 750 car, park and ride. Sustainable Urban Drainage development techniques should be looked into for design of this area to try and reduce the effect of the development on the surrounding environment.	88830-1199-12417	/			At the Stage 1 consultation, EDF Energy were proposing two search areas, one area located directly to the west of the A38 Dunball Roundabout and the second area to the south of Dunball Roundabout adjacent to the A38. The former site was EDF Energy's preferred location at Stage 1 consultation and was taken forward into the Stage 2 consultation.
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.36. J23-A Search Area (Figure 4.9) - The proposed access strategy, using the existing industrial access road from Dunball Roundabout, is considered appropriate. SCC has considered this in the past for previous developments.	88010-1199-1437			/	For EDF Energy's Stage 2 consultation the planning application boundary was amended to remove a triangle of land immediately to the west of Dunball Roundabout as Sedgemoor District Council supported the use of this land for a 'gateway' development. The omission of this land from the layout would enable permanent development of the site to be advanced by other parties. In addition a minor extension to the site boundary to the immediate west of Dunball Roundabout was made, to include land required to undertake essential highway works.
Tractivity 940	Public	Stage 2	10. Any other ideas or comments? Sounds reasonable	9698-1199-6468			/	The proposed development at Stage 2 consultation consisted of a park and ride facility (772 parking spaces) and a freight logistics facility (75 heavy goods vehicle (HGV) parking spaces) orientated in a north-south alignment with the parking area to the south and the freight facility to the north.
Tractivity 1022	Public	Stage 2	8. Any other ideas or comments? Needs to be to a good design standard, with adequate security. Plus the area made good to it's state beforehand or made better. Also, steps should be taken to protect the wildlife & ensure wildlife & natural habits not destroyed during building of park n ride.	9780-1199-3859	/			Based on further work on the workforce numbers after the Stage 2 consultation, EDF Energy determined that a greater number of parking spaces would be required than previously envisaged. EDF Energy therefore concluded that they would require a park and ride facility with parking for up to 1300 spaces for their workforce. In addition EDF Energy identified the need to increase the number of HGV parking spaces to 85.
Tractivity 1293	Public	Stage 2 Update	I'm very concerned to see the increase in parking spaces at Junction 23, from 700 to over 1400.	89559-1199-570			/	In response to written comments received during the Stage 2 consultation and the increased parking demand the locations of the park and ride and freight facility were flipped so that the freight area would be located to the south, adjacent to the existing commercial units in Bridgwater Business Park, and the park and ride located to the north. The park and ride layout would comprise two areas with the southern area being constrained on its western boundary by an existing field boundary of significant ecological and landscaping value and the northern area located adjacent to the Vehicle Auction Centre boundary. Spoil mounds containing excavated soils from the site would be located to the west of this parking area. These proposals formed part of EDF Energy's Stage 2 Update consultation. Other changes
Highways Agency	Statutory Consultee	Stage 2	3.111 In accordance with the DMRB, the Agency would expect that Stage One and Stage Two Road Safety Audits are undertaken should any alterations be proposed on the SRN. This should also include a non motorised user audit.	89174-1199-6689	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Section 5.1.3 of the Freight Logistics Facility masterplan details that the proposal would include external waste storage areas. The proposed plans do not show where this external waste storage would be located within the site and no further detail is provided about the type of waste which is proposed to be stored, and to what height. In addition, other details such as security/fencing proposals are issues that could provide required information as part of the DCO application.	89203-1199-1861	/			

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The low lying topography means there are good views into the site, particularly from the south, and as such construction and operational lighting may have a greater impact. Therefore comprehensive landscaping details should be provided for any application for development consent, along with the lighting strategy.	89203-1199-4092	/			introduced by EDF Energy which formed part of the Stage 2 Update consultation were: <ul style="list-style-type: none"> <li>The introduction of an Induction Centre located to the east of the park and ride area.</li> <li>A consolidation facility adjacent to the freight amenity building (within the freight management facility) for courier deliveries arriving in small vans.</li> <li>Alterations to the site boundary to accommodate landscaping.</li> <li>A drainage outfall to the River Parrett.</li> <li>Omission of a trapezoidal shaped area of land to the north of Dunball Drove that was previously the subject of a planning application.</li> </ul>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- The detailed design and layout of the scheme needs to be sympathetic to the character of area. It is acknowledged that surrounding land uses move towards more industrial fit for purpose buildings, however, the proposed site is outside the Bridgwater development boundary and is one of the first sites that visitors to Bridgwater from J23 will see and as such appropriate attention should be given to site design and layout.	89203-1199-4629	/			The change in layout to keep proposed the park and ride and freight uses adjacent to existing uses was supported by consultees.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The County Council previously recommended that provisions for 'kiss and ride' be incorporated into the P&R sites, to allow for safe drop-off / pick-up points. This does not appear to have been accommodated in any of the P&R facilities and we recommend this be considered.	89222-1199-9802	/			The Induction Centre would be an introductory training facility for EDF Energy's Hinkley Point C (HPC) workforce and would be provided with 120 parking spaces. Courier deliveries would be consolidated into a smaller number of vehicles to reduce transport movements through Bridgwater and Cannington.  Further to the Stage 2 Update consultation EDF Energy introduced further amendments which are summarised as follows:
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The access arrangements at the J23 site should be corrected to reflect the masterplan.	89235-1199-3645	/			<ul style="list-style-type: none"> <li>Consolidation facility for courier deliveries moved from a location adjacent to the freight amenity building to a location adjacent to the induction centre. This would enable more efficient movement of courier vehicles, so that they would not come into conflict with HGVs at the freight management facility barrier control.</li> <li>Footprint of induction centre reduced and building height increased to two storeys to allow for incorporation of a servicing area into the layout.</li> <li>Balancing ponds to west of the park and ride area and adjacent to the induction centre were removed. Lost attenuation would be offset by the use of storage within car park sub-base.</li> <li>Balancing pond to the south of the freight management facility relocated further to the west and a drainage ditch added heading north towards</li> </ul>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The use of stored soils in landscaping the Park and Ride (P&R) is implied in the Masterplan and confirmed Vol.3, Chapter 6, however key detail is lacking.	89247-1199-1881	/			

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nSedgemoor 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>May be an opportunity for a serviced employment site</p> <p>Update August 2010</p> <p>No commitment to a particular use proposed</p> <p>Authorities position May 2010</p> <p>No details on the design of a gateway access from J23 and down the A38 corridor</p> <p>Update August 2010</p> <p>No information provided and suggested that this would be brought forward by another party. The layout has been amended to omit a triangle of land immediately to the West of Dunball Roundabout to enable a permanent development of this nature to be advanced by another party.</p>	89329-1199-2292 A			/	<p>Dunball Drove to enable surface water discharge from the park and ride areas to be drained to the River Parrett.</p> <ul style="list-style-type: none"> <li>Application boundary to the south of the site amended to enable minor flood mitigation works to be undertaken at the interface between the existing river wall and earthworks flood defence embankment. This include additional land required for a temporary diversion of the existing Public Right of Way (PROW) that follows the River Parrett.</li> </ul> <p>When EDF Energy have no operational need to retain the proposed uses at Junction 23 for the construction of HPC they would return the land to its former use, unless another party with an approved planning permission for the change of use from a temporary facility to an alternative longer term use takes on some or all of the infrastructure.</p>
nSedgemoor 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>Internal layout should be re-examined to mitigate landscape impact to provide for landscaping and natural screening and to take account of the ecological value of the site</p> <p>Update August 2010</p> <p>Landscape mitigation design is still ongoing.</p>	89329-1199-2292 B	/			<p>EDF Energy propose to realign northwards the existing access road on the western edge of the A38 Dunball Roundabout that currently serves Bridgwater Business Park so that it would link to a new roundabout constructed to the west within the site. A new north-south minor access road would be provided linking the business park to the new main access road at a junction which would have traffic movements restricted to left-in and left-out only. This would require traffic leaving the business park and heading for Dunball Roundabout to undertake a U- turn at the new roundabout. The surface of the redundant section of the existing access road would be topsoiled and grassed.</p> <p>The boundaries of the built development uses have in general been located a minimum distance of 10m from the proposed planning application boundary where it is of significant ecological and landscape value.</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</p> <p>Need to show how access to Bowerings Mill is to be retained and to identify how utilities connections can be extended to that site</p> <p>Update August 2010</p> <p>It has been noted that the assessment methodology is totally inadequate and no reliance can be placed on the assessment of impacts or their significance.</p>	89329-1199-3143	/			<p>The boundaries of the built development uses have in general been located a minimum distance of 10m from the proposed planning application boundary where it is of significant ecological and landscape value.</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</p> <p>Need to show principal pedestrian and cycle routes to and through the site should be identified and linkages with the surrounding and proposed pedestrian and cycle network</p> <p>Update August 2010</p> <p>Not provided.</p>	89329-1199-3750	/			<p>To the west of the southern parking area within the park and ride facility a bus terminus area would be located with bus stops and facilities for the workforce using both the southern and northern parking areas. To enable buses to be on site at the start of the main working shifts the buses would be parked in bus stands located within the park and ride facility along its</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 cost of increasing capacity in the electricity distribution network to the north of the town can reduce the viability of business premises being located at Dunball, due to connection costs. It is considered that the establishment of an enhanced connection to the electricity distribution network will be required if a Park and Ride and freight logistics facility is developed on the site.	89386-1199-10352			/	southern boundary.  The proposed internal road network would also provide access for vehicles arriving at the site to either drop off or pick up employees from a lay-by along the west side of the north-south service road located immediately to the west of the induction centre.  Along the west side of the A38, to the south of Dunball Roundabout, is an existing substandard and unsigned shared cycle/footway. EDF Energy's proposals would include a new segregated cycle/footway, along the southern edge of the new access road, linking the existing route to the car park entrance. Cyclists would then proceed through the park and ride facility to secure cycle shelters that would be provided at the bus terminus area.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The park and ride car park element of the proposal is in the most prominent location in terms of visibility from publically accessible vantage points. The internal layout of the whole site should be re-examined. It would be sensible, in landscape impact terms, to concentrate the car park and freight consolidation holding/facility on the parts of the site close to existing development at the vehicle auction centre, which have the benefit of proximity to existing uses and of good natural screening by existing mature hedgerows.	89386-1199-11406	/			A number of buildings would be provided for the development proposals and these are set out in the <b>Junction 23 Design and Access Statement (DAS)</b> and include:  <ul style="list-style-type: none"> <li>Freight amenity building for security, welfare and lorry drivers' rest room.</li> <li>Amenity building at bus terminus providing security, bus drivers rest room and welfare for use by security, bus drivers and workforce.</li> <li>Security building with welfare at entrance to park and ride.</li> <li>Induction Centre.</li> <li>Courier facility.</li> </ul>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>The spoil should be relocated to elsewhere on the site and grassed over. If it was relocated to the southern side of the site it be used positively to screen the Park and Ride and freight consolidation facility, as well as existing unsightly industrial development, from the river bank.</li> </ul>	89386-1199-11940	/			With the exception of the induction centre all the buildings would be single storey. Although the buildings would be used for a limited period they would be compliant with building regulations and BRE Environmental Assessment Method standards. Within the workforce bus terminus area, EDF Energy would also provide two bus shelters, two cycle shelters, an information point and a smoking shelter.  EDF Energy will undertake and maintain ecological mitigation measures necessary for the construction and operation of the facilities within the application boundary. These are summarised in <b>Chapter 18 of Volume 8 of the Environmental Statement (ES)</b> . The scale of the landscape screen planting would be commensurate with the temporary nature of the development and would not unduly prejudice the return of the land to its former use.  It is EDF Energy's intention that soils excavated within the site for the construction of the facility would be
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	t surface water drainage flows are restricted to green field run-off rates is considered of critical importance. The incorporation of sustainable drainage measures such as balancing ponds, swales and filter drains etc. are therefore encouraged.	89386-1199-12263	/			
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 single storey welfare and security office building (3m x 15m x 8m) is of modest scale and considered acceptable in this context;	89386-1199-12528			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The freight building (13m x 100m x 30m) is of a similar scale to existing nearby buildings and therefore considered acceptable in this context.	89386-1199-12675	/			

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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 proposals for exterior lighting that meet the 'dark sky' concept is supported.	89386-1199-13256	/			retained within the area defined by the planning application boundary and not removed off site. This would not only avoid additional construction traffic movements on the highway network but would also ensure there is material on site for the reinstatement of the land, following the removal of the facility. The excavated soils would be stored in two mounds located to the north-west of the site where they would provide some visual screening to the northern parking area. These mounds would be used for the storage of excavated topsoil and other soils with heights up to 2.5 metres above existing ground levels and sown with grass seed. EDF Energy also considered providing mounding with planting to the south of the freight management facility to provide screening from the River Parrett PROW. However the mounding was discounted due to the possible impacts on flooding in the event of a breach of the existing flood defences. EDF Energy still proposes to carry out landscape planting works to provide screening.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The fencing arrangement proposed for the site, which comprises security fencing (assumed to be 3m) around the freight logistics facility only, and 1.2m post and rail fencing around the perimeter of the combined Park and Ride / freight logistics centre, is considered acceptable.	89386-1199-13344			/	In the absence of any public sewers adjacent to the site, EDF Energy are proposing that surface water from their facilities (excluding proposed adoptable roads) be discharged to the River Parrett by means of a new drainage outfall. In order to mitigate the impact of surface water arising from their facility EDF Energy are proposing a number of Sustainable Drainage Systems (SUDS) to control the flow of water and reduce the risk of pollution. Discharge of surface water to the River Parrett would generally be unrestricted except for periods of high tide when the outfall would be submerged. Attenuation (storage) measures would be provided so that EDF Energy proposals do not increase the potential risk of off-site surface water flooding as a result of their development proposals. EDF Energy are proposing that the car parking bays are constructed using a permeable (porous) free draining surface treatment which controls the flow of surface water and provides attenuation. Beneath the permeable construction EDF Energy are proposing to provide an impermeable membrane to reduce the risk of contamination to the underlying soils and thereby facilitate their restoration after EDF Energy have removed the park and ride facility. To further attenuate surface water EDF Energy are proposing to construct a balancing pond and drainage ditch. EDF Energy's ground investigation has shown that the existing soils have very low permeability and as such only have limited capability for water to soakaway into the underlying ground. For the more heavily trafficked areas EDF Energy are proposing to use an asphalt concrete (tarmac) surface with a piped drainage system along with road gullies. Before entering the balancing pond
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>The design objective that "buildings, irrespective of type, should be of good quality, both in terms of their sustainability credentials and architectural interest", is also supported</li> </ul>	89386-1199-13967	/			
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 use of sustainable urban drainage techniques, such as permeable paving, is supported providing it can demonstrated that there will be no contamination of groundwater or watercourses as a result.	89386-1199-14158			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The scheme does not show how access is to be retained for the approved relocation of Bowerings Mill to the area of land between the freight logistics facility and A38. This is essential because of the contribution the business relocation would make to the regeneration of the canal basin in the centre of Bridgwater. The provision of utilities to the park and ride site, would enable the provision of utilities connection to the Bowerings site and this would also be considered as beneficial to encourage relocation.	89386-1199-14400			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The modified access arrangement for the riverbank site to the south does not appear to conform with highways standards, with the turning located very close to the roundabouts on either side.	89386-1199-14922	/			



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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 security measures are considered reasonable by the Council.	89386-1199-15593	/			the surface water would pass through petrol interceptors. The size of the storage pond would be suitable to accommodate a storm with a 1% annual exceedence probability event, assuming the worst case of a tide locked (surcharged) outfall. The proposed drainage would not be reliant on discharge of surface water to the existing ditch/rhyne network.
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	89386-1199-15661	/			Surface water drainage for the adoptable highway works (new roundabout and access road linking to Dunball Roundabout) would discharge into the existing highway surface water drainage system. Attenuation measures would be provided so that the increase in adoptable highway surfacing does not increase the potential risk of off-site surface water flooding as a result of the highway works.  Due to the absence of public sewers, EDF Energy are proposing to provide a single water treatment works located to the south of the induction centre that would treat the foul water originating from the various buildings to an appropriate biological standard that is suitable for discharging into the proposed surface water drainage system and thus into the River Parrett. Due to the flat topography of the site, foul water collected in gravity sewer pipes from the various welfare facilities would need to be pumped from a lower level at a single foul water pumping station up into the treatment works.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Security lighting proposals comprise a motion-activated flood light for the buildings with all other external lighting being controlled by timers. This is considered appropriate for the site.	89386-1199-15781			/	The boundaries of the park and ride, courier and freight management facilities would be fenced with a 1.8m high weld mesh fence and provided with lockable swing gates where required. The induction centre facility boundary would be fenced with a 2.4m high weld mesh fence with gates provided. Closed Circuit Television (CCTV) cameras would be provided at strategic locations along the site boundaries and they would be monitored by the security staff based on site. Lighting would be provided for the various facilities which not only provides the required levels for operational use but would also ensure that the lighting levels, during all hours of darkness, along the boundary fences are suitable for CCTV surveillance. Lighting design would be in keeping with the 'dark sky' concept and would, where required, be modified by changes in column height and the introduction of shields to reduce light spill to areas of ecological sensitivity.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	There are a number of design issues relating to the chosen site:  <ul style="list-style-type: none"> <li>The relocated access to the existing industrial estate is located on the shared access road on the inside of a bend between the A38 and internal roundabout. Visibility splays and hence safety could be an issue. A left-in/left out arrangement may be more appropriate.</li> <li>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.</li> </ul>	89387-1199-9525	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.107 It is unclear how the existing adopted section of highway that will no longer be required as the fourth arm to the roundabout will be treated.  2.108 It is unclear how the existing premises will interact with the HPC traffic and how will this impact on the adopted highway network	89847-1199-10342	/			

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	<p>- The two car parks and freight management facility appear to have been sited on a north-south axis, adjacent to the existing industrial buildings and car parking. This helps to prevent incursion of development in a westerly direction towards the river and for this reason is considered an appropriate layout.</p> <p>- Access proposals for the site have been adjusted to incorporate a turning onto the site that has a planning consent for the relocation of Bowerings Mill, an amendment that is supported.</p>	89894-1199-586			/	<p>During the operation of the facility, EDF Energy security staff would be in attendance 24 hours a day, seven days a week. Vehicles entering the facility to park would need to go through the barriers at the car park entrance which would be controlled either directly by the security staff or an automated barrier system. The exit from the car park would be provided with one-way flow control plates which allow vehicles to exit but prevent unauthorised vehicular access. Entry and exit for the freight management facility would be controlled by manned security booths using automated barriers.</p> <p>EDF Energy would consult with the various Statutory Undertakers (SU's) with regards to any new services that would be required for the operation of the proposed development. This would include improvements that may be required to the existing services infrastructure where there may be insufficient capacity to serve the development proposals. EDF Energy would also consult the SU's to determine what, if any, services diversions would be required as a result of the construction works.</p> <p>As part of the technical and safety review of the proposed adoptable highway works EDF Energy would comply with the highway authority requirements for undertaking Road Safety Audits at the various stages of the design and construction, including, if required, undertaking a non-motorised user audit.</p> <p>When EDF Energy has no further requirement for the various facilities at Junction 23 they would remove the buildings, hardstandings, roads, earthworks platforms and associated infrastructure, including access onto Dunball Roundabout, and undertake reinstatement works to enable the land and access to be returned to its former use. EDF Energy would use best endeavours to sustainably dispose of the structures and materials removed through either reuse or recycling before disposal at licensed landfill sites. Ecological mitigation works would be retained as would any landscaping works undertaken as part of either the ecological mitigation works or improvements to existing boundaries. In addition EDF Energy would retain the balancing pond with a ditch leading to Dunball Drove and the outfall to the River Parrett along with the improvements to the flood defences. Should development of the triangular site to the north of the new roundabout come forward during EDF Energy's occupancy of the site, then the access off Dunball Roundabout would be retained, subject to agreement with the highway authority.</p>

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Highways Agency	Statutory Consultee	Stage 1	The Agency's key concern is to ensure the safe and efficient operation of the SRN and therefore we will require the appropriate level of assessment in order to identify any such impact of these sites on the SRN, in accordance with the GTA and Circular 02/2007. The Agency will provide further comments on the potential site allocations when further information becomes available.	88880-1765-8951			/	This response addresses consultation comments about the operation of the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.
Highways Agency	statutory consultee	Stage 2 Update	<p>3.21 An Induction Centre is proposed at the Junction 23 park and ride site. We do not agree that the best location for this development is adjacent to Junction 23 and believe EDF Energy should seek alternative locations for the facility in a more sustainable location where access is possible via a variety of modes of transport. Indeed, we have no information as to how EDF Energy has concluded that the site at Junction 23 is the most appropriate location for this type of development. The Agency objects to this facility being located on this site.</p> <p>3.22 The Agency also objects to the provision of 120 parking spaces at Junction 23 associated with the Induction facility. The consultation documentation does not include any justification for the 120 spaces and nor do we have any information as to the steps EDF Energy has / will be taking to manage the traffic demand associated with the Induction Centre.</p>	89839-1765-1186		/		<p><b>The way in which the Proposed Development at Junction 23 would operate is set out in</b> Chapter 4, Volume 8 of the Environmental Statement (ES).</p> <p>Comments were made regarding the operation of the induction centre as well the reason for its location at the Junction 23 Associated Development site. The induction centre forms part of this application for development consent and is an integral part of the construction of the HPC power station. There is a clear requirement for an induction centre to ensure that workers involved in the construction phase are properly inducted into the HPC construction process. Workers would arrive at the induction centre trained and ready for employment, as such the induction centre would not be used for continued learning or professional training.</p>
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	1.25 We query the reason for locating the Induction Centre outside of Bridgwater town centre close to the M5 J23. We strongly recommend a more sustainable location be considered, in accordance with PPG13 principles. We assume this Induction Centre will form part of the DCO application, however we seek clarification on this point. This is a separate facility not directly related to the HPC construction phase, and therefore we formally request a full transport assessment for this proposal.	89845-1765-11995		/		<p>Due to the functions accommodated as part of EDF Energy's induction process, including drug and alcohol testing, the collection of biometric data and the hosting of UK Border Agency staff, EDF Energy requires the induction centre to be in an accessible, secure and well defined location and remote from the HPC construction site. A bespoke building is required to ensure the efficient movement of workers through the process and to provide secure storage of the data collected.</p>
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.136 Point 6.4 Off-site freight management facilities at J23 and J24. As construction consolidation is not being implemented, except for some small LGV loads such as post and parcels, a full explanation is required to justify why it is not being considered and what the implications are for the local and strategic road network traffic impact.	89848-1765-9209	/			<p>The induction centre would be the first port of call for workers when they begin on the construction phase of the HPC Project – before they go, for example, to the</p>

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WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	It is also notable that the Proposed Changes introduce a proposal for a sizeable induction and training centre on a temporary development site outside the Bridgwater settlement boundary. There has been no previous public consultation on this proposal and no detailed consultation with the planning authority, despite several requests.	89875-1765-3997			/	<p>HPC construction site. Many workers would be unfamiliar with the local area, would arrive by car and some may be foreign nationals. Junction 23 was chosen as the most appropriate location for this facility as it has good access from the national motorway network and is easy to find. It has been assumed that induction would be a one-off, full day session.</p> <p>Further details regarding the siting of the induction centre are set out in the <b>Planning Statement</b>. The <b>Transport Assessment</b> and <b>Environmental Statement</b> provide an analysis of the impacts of the construction and operation of the HPC project on the local and strategic highway network, including parking provision at the induction centre.</p>
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The addition of an induction and training centre is viewed by the Council as a significant addition to the M5 Junction 23 proposals, where insufficient information has been provided on the facility to date to understand how it will function and to justify the location. Figure 17 in the Proposed Changes indicates a building with a large plan area and 120 associated parking spaces. The Councils appreciate that there could be a need for a HPC project induction point at an accessible location, such as M5 Junction 23, but with respect to the training element of the proposal, further information should be provided on day to day operation and the types of facilities and function of the centre.	89893-1765-17081	/			<p>In response to the Stage 2 Update consultation, consultees requested more information as to why material consolidation is not being implemented at the Junction 23 Associated Development site. EDF Energy has considered the possibility of consolidation of the construction materials in a dedicated off-site consolidation centre, however, this solution has not been adopted for the HPC Project. The <b>Freight Management Strategy</b> which is appended to the <b>Transport Statement</b> explains that a key principle of consolidation is to significantly reduce the number of multiple part loads by combining them into full load shipments in order to decrease the number of freight vehicles directed to and from a construction site. However, due to the large quantities required for the majority of the material groups to construct the HPC Project it is anticipated that deliveries would be predominantly on a complete load basis hence limiting the requirement for further consolidation.</p>
Highways Agency	Statutory Consultee	Stage 2	3.97 The Agency has reviewed the Flood Risk Study Reports and Appendix C of the Transport Appraisal focussing on flood risk and the potential impact on the SRN. It is noted that Hinkley Point C and the on-site associated development is located within Flood Zone 1 and is not at risk of flooding, however, the main access road (C182) is at risk. As such, the Agency requires details of the strategy that EDFE has in place should this road flood and what the potential impact is on the SRN. Confirmation is also required that in the event of a road closure any freight storage sites have the capacity to store the additional material being delivered to the holding sites but not being taken onwards.	89174-41-443	/			



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Hallam Land Management	Consultee with an Interest in Land	Stage 1	Hallam Land Management has not Identified a preference between the option sites for a Park and Ride site related to Junction 23 of the M5.	8760-1201-10743			/	<p>This response addresses consultation comments relating to the siting of the park and ride facility, freight management facility, consolidation facility for postal/courier deliveries and induction centre (the Proposed Development) proposed to the west of Junction 23 of the M5. The Proposed Development forms part of the Associated Development to support the construction of the Hinkley Point C (HPC) power station.</p> <p>During the pre-application consultation period, EDF Energy received comments from the local community and members of the public which both supported and disagreed with the siting of the Proposed Development at Junction 23.</p> <p>The rationale for the location of the proposed Junction 23 site is set out in the Transport Assessment and the appended Freight Management Strategy as well as the Alternative Site Assessment which is appended to the Planning Statement. As stated within these documents, there is a clear strategic requirement of the HPC Project for park and ride facilities, freight management facilities, a consolidation facility for postal/courier deliveries and the induction centre to be provided close to Junction 23 of the M5. These documents also explain the size of facilities required at Junction 23.</p> <p>In response to the Stage 2 consultation, consultees requested a comprehensive assessment of alternative sites to justify the site selection process. This information can be found in the Alternative Site Assessment which is appended to the Planning Statement. The Alternative Site Assessment sets out the site selection methodology and explains the justification for discounting alternative sites. The Alternative Site Assessment explains that six sites around Junction 23 were considered during the project evolution, having regard to existing areas of commercial and residential development in the vicinity of the Junction. The sites were then 'filtered' by applying the three key criteria: size/availability, location and access to determine the most suitable location. The Alternative Site Assessment clearly demonstrates that five of the sites had fundamental flaws in terms of either size restrictions, the presence of existing or permitted development, location,</p>
Tractivity 683	Public	Stage 2	10. Any other ideas or comments? Wrong junction . Try J24	9443-1201-4955		/		
Tractivity 716	Public	Stage 2	10. Any other ideas or comments? Excellent idea: A39 Junction 23 area populated lots of villages able to offer accommodation	9474-1201-5600			/	
Tractivity 799	Public	Stage 2	10. Any other ideas or comments? No need for a park and ride in this location if all accomodation is on site. Just provide a bus service for your workers from the site to bridgwater town center.	9557-1201-7295		/		
Tractivity 807	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? This is a good location for this, it is already industrialised and will not affect the quality of life for local peole and residents	9565-1201-6328			/	
Tractivity 901	Public	Stage 2	11. Any other ideas or comments? Any traffic from this would go through a large and congested part of Bridgwater. The whole lot should be located by J23 (those coming from the south going 1 more short section of motorway - far faster and more convenient for them, also).	9659-1201-6412		/		
Tractivity 925	Public	Stage 2	10. Any other ideas or comments? Most facilities / lodgings / freight movement should be by Junction 23 and Junction 24 of M5 - there should be a bridge over Parrett at Dunball	9683-1201-6221		/		
Tractivity 1037	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I am not opposed to nuclear power and construction of Hinkley c but I consider EDF are making too many demands in the Dunball/Puriton/J23	9795-1201-8300		/		

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			area. 1) The Park and Ride and freight logistics facility at Dunball, using greenfield sites and increasing traffic. 2) The National Grid/ Hinkley C Connection Project involving a new overhead line of much larger pylons. 3) EDF Energy Renewables decision to submit a planning application for wind turbines in the same landscapes as the large pylons required to distribute the power generated at Hinkley C.					accessibility, or a combination of those factors, such that these sites were fundamentally unsuitable and/or inappropriate. For EDF Energy to have pursued them any further would have been illogical as they do not meet the defined key operational prerequisites.
Tractivity 1068	Public	Stage 2	10. Any other ideas or comments?  It is the best location for the park & ride including the freight consolidation centre	9826-1201-5207			/	Consultees have also specifically queried the rationale for locating the proposed induction centre at Junction 23 and have stated that the induction centre should be located within Bridgwater or in a location which can be accessed by a variety of transport modes.
Tractivity 1073	Public	Stage 2	10. Any other ideas or comments?  All park and ride and freight handling facilities should be located here. Dunball Wharf should be used instead of Combwich Wharf. Road access is good and the whole campus should be linked directly to Hinkley Point by a new road as previously described.	9831-1201-6056		/		The induction centre forms part of this Development Consent Order (DCO) application and is an integral part of the construction of the HPC power station. There is a clear requirement for an induction centre to ensure that workers involved in the construction phase are properly inducted into the HPC construction process. Workers would arrive at the induction centre trained and ready for employment, and as such the induction centre would not be used for continued learning or professional training.
Tractivity 1146	Public	Stage 2	7. Any other ideas or comments?  The lack of a local workforce, as evidenced by the need for the associated development sites, is indicative of the fact that this is the wrong location for this development.	9904-1201-4314		/		Due to the functions accommodated as part of EDF Energy's induction process, including drug and alcohol testing, the collection of biometric data and the hosting of UK Border Agency staff, EDF Energy requires the induction centre to be in an accessible, secure and well defined location and remote from the HPC construction site. A bespoke building is required to ensure the efficient movement of workers through the process and to provide secure storage of the data collected.
Tractivity 1185	Public	Stage 2	10. Any other ideas or comments?  Could it make more sense to concentrate everything at J24 and build relief road as mentioned in Q5	9943-1201-5542		/		The induction centre would be the first port of call for workers when they begin on the construction phase of the HPC Project – before they go, for example, to the HPC construction site. Many workers would be unfamiliar with the local area, would arrive by car and some may be foreign nationals. Junction 23 was chosen as the most appropriate location for this facility as it has good access from the national motorway network and is easy to find. It has been assumed that induction would be a one-off, full day session. Workers would arrive at the induction centre trained and ready for employment, as such the induction centre would not be used for continued learning or professional training.
Tractivity 325	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?  This question needs much more thought ONCE it is decided on the route to the newly developed Hinkley Point nuclear station from the motorway. It seems to me that Junction 23 could be the BEST EXIT and ENTRANCE to the motorway BUT it all depends on the siting of the final approach road to Hinkley.  [NB Note added under J24 option: Don't know - it all depends on the final decision of the site of the final access roads to the nuclear site.]	9013-1201-3440			/	
Tractivity	Public	Stage 1	8. What do you think of our proposals for the use of Combwich Wharf?	9182-1201-			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
510			You should bring everything in by ship, thereby negating the need for freight handling facilities elsewhere. However if you insist it is necessary, Bridgwater Junction 23 is again, the least of the evils, but certainly not at Cannington, which should be left as it is- a village surrounded by countryside. Using Combwich Wharf is quite a good idea as long as: A) you only ever use your private road and leave COmbwich village is relative peace and B) Remove the frieght facility and restore the land to its original state once construction is completed.	5545				<p>Further details regarding the siting of the induction centre are set out in the Planning Statement.</p> <p>Finally, comments from members of the public and the local community have suggested that Junction 23 should be the location of more, if not all, of the park and ride. EDF Energy has proposed four separate park and ride facilities which are strategically located to maximise the take up of this service, and to ensure the facilities provide coverage of a wide geographical area. To make Junction 23 the only park and ride site would undermine the purpose of the park and ride network and result in increased levels of traffic on some parts of the local road network. A full explanation of the location of the park and ride sites is set out in the Transport Assessment.</p>
Tractivity 62573	Dual - Consultee with an Interest in Land and Public	Stage 2	2. Outside peak periods for freight means more noise pollution for me as a resident of Chads Hill – 150 yards from proposed new Western bypass.  However better at M5 than on edge of Cannington.	10124-1201-6818			/	
Tractivity 62578	Public	Stage 2	10. What are your views on our plans for the site near Junction 23 of the M5?  I simply cannot understand why more use isn't being made of this area. It's already an industrial site. It's already a docking area with a jetty and has substantially less residential problems to deal with. It's right next to the motorway and if a bridge is built directly from here to Hinkley, it would avoid bringing ANYTHING through Bridgwater, through Cannington, past Combwich and from Williton. As I said before this is a 100+ year project and then there'll be Hinkley D. Why is it being treated like a temporary one? Where is your long-term plan? I cannot fathom your logic at all.	10129-1201-10939		/		
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.	89324-1201-4313	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The authorities however continue to have concerns regarding the appropriateness of the associated development proposals and whether or not what is presented does represent the optimum location.	89325-1201-5299			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Sedgemoor District Labour Group	Non-statutory consultee	Stage 2 Update	- We believe that the 'induction' facility, planned for Junction 23 should be in a town centre 'shop front' type location, supporting local people in accessing information and advice to find out more about operation on site and promote job opportunities. This could also act as a regeneration catalyst within Bridgwater for suppliers and service industries.	89779-1201-1386		/		
Highways Agency	statutory consultee	Stage 2 Update	3.21 An Induction Centre is proposed at the Junction 23 park and ride site. We do not agree that the best location for this development is adjacent to Junction 23 and believe EDF Energy should seek alternative locations for the facility in a more sustainable location where access is possible via a variety of modes of transport. Indeed, we have no information as to how EDF Energy has concluded that the site at Junction 23 is the most appropriate location for this type of development. The Agency objects to this facility being located on this site.	89839-1201-1186		/		
Highways Agency	statutory consultee	Stage 2 Update	3.29 As we have stated, the Agency objects to the proposed Induction facility at Junction 23 park and ride facility and considers that EDF Energy should seek to locate this facility where access can be achieved by a variety of transport modes.	89839-1201-4113		/		
Tractivity 62473	Dual - Consultee with an Interest in Land and Public	Stage 2	The now redundant British Cellophane site has its own sidings etc. This site is at least in part now owned by EDF and should be used for freight logistics & fabrication.	10091-1196-7885		/		
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The reasons for provision of an induction facility at M5 Junction 23 are understood from one verbal briefing which now needs to be followed by a fuller briefing. In general terms here is a strong preference for any sizeable training and education facilities to be provided as a refurbished or new permanent building closer to the town centre on an existing employment site. Further details of how this facility would operate would be helpful in allowing the Councils to assess this proposal.	89875-1201-4335		/		
Tractivity 1037	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I am not opposed to nuclear power and construction of Hinkley c but I consider EDF are making too many demands in the Dunball/Puriton/J23 area. 1) The Park and Ride and freight logistics facility at Dunball, using greenfield sites and increasing traffic. 2) The National Grid/ Hinkley C Connection Project involving a new overhead line of much larger pylons.	9795-226-8300			/	

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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 data informing this element of the appraisal is considered satisfactory.	89392-1305-1389			/	In response to the Stage 2 consultation, Somerset County Council raised the issue of potential impacts of the development on Public Rights of Way (PRoW) and the Stop Line Way Project.  The only existing PRoW that would be affected by the development at Junction 23 is that referenced BW28/10 ( <b>see Volume 8 of the Environmental Statement (ES)</b> ). The flood defence and outfall works of the construction phase of the Junction 23 development would require a temporary diversion of the PRoW, which would occur around the immediate construction area and entail a short diversion route ( <b>see Volume 8 of the ES</b> ). Following completion of these short-duration construction works the PRoW would be reinstated.
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	-Junction 23 - Although there are no public rights of way in the immediate site area, public footpath BW28/10 is part of the developing Stop Line Way project by Sustrans. It is also likely that this path will form part of the national English Coastal path. We require an assessment to be undertaken which clarifies the potential impact of proposal at Junction 23 on the Stop Line Way Project.	89856-1305-3399	/			With respect to the developing Stop Line Way, the scheme design ensures that access along the track which is the proposed route of the Stop Line Way is maintained throughout construction and operation of the Junction 23 proposed development ( <b>see Volume 8 of the ES</b> ). This would not therefore obstruct or prevent the development of the Stop Line Way.
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	6.13.23 Although there are no public rights of way in the immediate site area, public footpath BW28/10 is part of the developing Stop Line Way project by Sustrans. It is also likely that this path will form part of the national English Coastal path.	89238-399-14640	/			

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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	With respect to the cumulative impacts of EDF Energy proposals, the Stage 2 EnvApp concludes that “the spatial separation of development sites does not lead to any interaction between existing amenity and recreation functions (i.e. there is no amenity and recreation functions that connect the sites). The predicted impacts for each site therefore prevail and no cumulative effects are predicted.”This statement is not accepted for the reason that the West Somerset Coast Path and River Parrett Trail are likely to form part of the England Coast Path. Three of the Stage 2 site proposals, at Hinkley Point, Combwich and Junction 23 of the M5 will impact on England Coast Trail, both individually and cumulatively.	89392-1308-6177			/	In response to Stage 2 consultation, Sedgemoor District Council and West Somerset Council made a number of comments on the potential cumulative impacts on the amenity and recreation resource associated with Junction 23. Any cumulative impacts on amenity and recreation resource, including Public Rights of Way (PRoW), associated with Junction 23 are identified and assessed in <b>Volume 11 of the Environmental Statement</b> .
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	a broader analysis of opportunities should be undertaken so that real improvements can be achieved that compensate impacts such as visual impact and disturbance by construction activity.	89392-1308-7058			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The proposals for managed realignment at Steart will add further to impacts, particularly during the construction stage, although the coastal management project also presents opportunities for enhancement that could be linked with mitigation and/or compensation by EDF Energy.	89392-1308-7248			/	
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 important to note that proposals at the Main Site, Combwich and M5 J23 could impact upon the national coast trail/River Parrett Trail, resulting in a cumulative effect on the attractiveness of walking this section of the trail. The proposals for managed realignment at Steart will add further to impacts, particularly during the construction stage, although the coastal management project also presents opportunities for enhancement that could be linked with mitigation and/or compensation by EDF Energy.	89410-1308-2563			/	

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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	Other sections of the EA 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.	89392-1312-5515			/	<p>A comment was raised by Sedgemoor District Council and West Somerset Council during Stage 2 consultation regarding cross-referencing sections of the Environmental Statement (ES) relating to noise and light pollution. They commented that such cross-referencing was necessary to understand whether further design measures are required at Junction 23 to reduce disturbance on amenity and recreation resource.</p> <p>In assessing the potential impacts of the construction and operation phases for the Junction 23 development site on amenity and recreation resources, <b>Volume 8 of the Environmental Statement</b> takes into consideration the impacts of both noise and visual disturbance, including lighting.</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	These appraisals are considered reasonable, but should be cross-referenced with other EnvApp chapters relating to noise, air quality etc, so that the assumptions are tested.	89392-1307-3862	/			<p>In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council made a number of comments regarding cross-referencing sections of the Environmental Statement to ensure assumptions are tested.</p> <p>In assessing the potential disturbance of the construction and operation phases for the Junction 23 development site on amenity and recreation, <b>Volume 8 of the Environmental Statement (ES)</b> takes into consideration the impacts of noise, air quality and visual disturbance</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This seems inconsistent with the assessment at the construction stage, which refers to a Negligible adverse impact for most of the PRow. No mitigation measures are proposed, suggesting there is no consideration of basic landscape, lighting and noise attenuation measures that could be implemented.	89392-1307-4397	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	These appraisals are considered reasonable, but should be cross-referenced with other EnvApp chapters relating to noise, air quality etc, so that the assumptions are tested.	89392-1307-5037	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is not identified, however, that the River Parrett Trail may form part of the England Coast Path, a recreation asset of national/high importance.	89428-1307-11373			/	



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 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.	89392-1306-2390			/	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 gauging the significance of impacts.  <b>The amenity and recreation section of Volume 8 of the ES</b> uses appropriate guidance in determining the magnitude of an impact or disturbance on amenity or recreational resource that could be affected by the Junction 23 park and ride development. In assessing the potential impact of the construction and operation phases for the Junction 23 development site on amenity and recreation, <b>Volume 8 of the ES</b> takes into consideration the impacts of noise, air quality and visual disturbance.
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.).	89392-1306-2607			/	
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 expected that paths along the River Parrett will form part of the England Coast Path and therefore a high/national importance should be assigned. Following the implementation of an EMMP as mitigation, effects are expected to remain as Minor Adverse impacts for The River Parrett Trail and Negligible adverse for all other PRow. These appraisals are considered reasonable, but should be cross-referenced with other EnvApp chapters relating to noise, air quality etc, so that the assumptions are tested.	89392-1306-3528			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>Authorities position May 2010</p> <p>The provision of a public footpath to the existing river side public right of way should be explored</p> <p>Update August 2010</p> <p>Not provided.</p>	89329-1309-3997			/	<p>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.</p> <p>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.</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 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.</p>	89392-1309-5236	/			<p>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 <b>Volume 8 of the Environmental Statement</b>. 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.</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>It is considered by the Councils that further mitigation and compensation will be required to address residual effects, which could include:</p> <p>Improvements to the connectivity and quality of the wider PRoW network in the area.</p> <p>Alternative compensation for the loss of amenity experienced by PRoW users.</p>	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	<p>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</p>	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	<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>	89428-1309-12001		/		

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	A commitment to undertake a programme of recreational access surveys will help to ensure, along with site visits by officers, that PRow network diversions and measures to reduce disturbance are effective.	89392-1310-7549			/	<p>In response to the Stage 2 consultation, Sedgemoor District Council and West Somerset Council made a number of comments on the methodology adopted in the environmental appraisal. In response to these comments, further details on the approach used to assess the sensitivity and magnitude of potential impacts of the Junction 23 site on amenity and recreation assets is provided in <b>Volume 8 of the Environmental Statement (ES)</b>. This also included monitoring.</p> <p>Monitoring of access along the Public Rights of Way (PRow) diversion for the Junction 23 development site would be undertaken in response to any concerns raised by users of the PRow (or any member of the public) to the site office or site contact. The monitoring would also ensure that access is not obstructed by growing vegetation or any other obstructions, and would lead to maintenance measures being carried out, if required, to ensure that access is maintained. It is not proposed that further surveys would be carried out during construction.</p>

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Tractivity 318	Public	Stage 1	Q7b,c,d more than one option ticked. Park and ride off M5 Junctions 24 and 23 would benefit the local community for environmentally friendly sharing of cars for Bristol/Exeter etc that will be encouraged by government in the future.	9006-1213-3757			/	Through consultation, comments were received relating to the potential for public use of the park and ride facilities.
Tractivity 360	Public	Stage 1	9. What are your views on EDF Energy's general approach to community benefits and do you have any specific suggestions about what should be included in the package?  In general EDF are not seeking to give the community the only benefit we continually ask of them, ie improved access from junction 23 of the M5. They refuse to consider our views and are offering (and this with no guarantee) only what suits them to offer which is off limited cost and limited value to us.	9048-1213-3892			/	The post operational strategy outlines that there is potential for the Junction 23 site to be used as a park and ride following cessation of use during the construction phase at Hinkley Point C but EDF Energy do not have further plans to operate the site. Further use of the site would be subject to further permissions and for public authorities and operators to take forward at that time.

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Sedgemoor District Council & West Somerset Council Joint Council Response	Dual - Local Authority and Consultee with an Interest in Land (Sedgemoor only)	Stage 1	The provision of fully serviced employment sites may represent an appropriate legacy use, depending on the acceptability of employment site allocations in the Core Strategy.  Suitable premises for the relocation of businesses with an existing interest in the J-23A search area.	88400-1209-2945			/	
Tractivity 807	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments?  This is a good location for this, it is already industrialised and will not affect the quality of life for local people and residents	9565-1209-6328			/	
Tractivity 1008	Public	Stage 2	10. Any other ideas or comments?  Ok during construction phase. Would prefer land to be used for employment generating use after construction.	9766-1209-4948			/	
Highways Agency	statutory consultee	Stage 2 Update	3.26 We do not consider that the sole reason for the change in proposed parking provision at the Junction 23 park and ride facility is as a result of the increase in worker numbers. We consider the need has largely arisen due to the proposed changes in shift patterns and the consequent arrival and departure profiles of workers.	89839-1209-3475			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 2	The park and ride site at Junction 23 (immediately west of Dunball roundabout) is to start at the beginning of 2012 and be operational a year later.  There is the therefore the considerable prospect of significant impacts upon the North East Bridgwater proposals. Such impacts could include demand generated by EDF workers for open space and other facilities within the North East Bridgwater development. This may place pressure on facilities provided for the North East Bridgwater development (including those phases of the development that will take place after the occupation of Bridgwater-A) rather than for EDF workers.  Pressure may also be placed on the transportation infrastructure (both existing and committed) upon which the North East Bridgwater development relies (whether its earlier or later phases)	89454-1199-4205	/			
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  Suggestions made for a legacy park and ride use including provision of HGV over-nighting, PFS, diesel facilities and service area with food facilities	89329-1199-1896a			/	

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	Update August 2010 Proposed that the land would be used for potentially a park and ride facility to serve Bridgwater, employment generating uses or other appropriate uses in line with Bridgwater Vision.	89329-1199-1896b			/	



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	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.	89387-1210-326		/		<p>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 <b>Chapter 7 of Volume 8 of the Environmental Assessment</b> 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.</p> <p>Traffic issues are covered in the baseline of the <b>Transport Assessment</b>. 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 <b>Construction Workforce Development Strategy</b> to enhance recruitment of Somerset residents.</p> <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>Several of the consultee comments are generic across topic areas and have been addressed in the <b>socio-economic</b> 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	There is limited consideration of traffic issues in the baseline assessment. Assessment of traffic issues should be incorporated into socio-economic baseline given the important interactions between transport and the local economy.	89387-1210-622	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The baseline assessment of construction costs and subsequent employment requirement would benefit from more specific reference to the park and ride proposals	89387-1210-857			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	the significance of employment impacts are assessed with reference to the total number of employees and the share of employment opportunities filled by residents of the CDCZ. These measures are inconsistent with an assessment of employment impacts in a study area covering settlements in close proximity to Junction 23.	89387-1210-1484	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Greater flexibility should be used in applying the framework to assess significance or magnitude of effects.	89387-1210-1807	/			

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>10.7.3 Significance</p> <p>For a range of impacts, a key determinant of significance is the level of home based versus non-home based workers. The consultation assumes a home based market share of between 50% and 70%. These proportions are well above the aspirational 40% local (CDCZ) employment share for the construction of the power station itself. There are clearly factors which determine that the local labour market share for associated activities is likely to be higher than that of the power station itself. The level of complexity and the type and level of skill required is much greater than that of a park and ride facility and freight consolidation centre. 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> <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> <p>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. An assessment should be made of the local social and economic impacts of increased traffic, not limited to construction and maintenance employment</p>	89387-1210-1919			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>10.7.5 Uncertainty</p> <p>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.</p> <p>Open procurement means that both these assumptions are effectively at risk and introduce a level of uncertainty concerning actual outcomes.</p> <p>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.</p>	89387-1210-4647			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<p>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.</p>	89387-1210-6172	/			

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 impacts and therefore no residual effects have been assumed for the operational phase of the park and ride and freight consolidation centre. Insufficient attention has been paid to the assessment of local economic impacts of a significant change to the local transport context. It is therefore worth considering the economic impacts associated to traffic congestion.	89387-1210-6540	/			
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.  Insufficient attention has been paid to the assessment of local economic impacts of a significant change to the local transport context. It is therefore worth considering the economic impacts associated to traffic congestion.  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.	89428-1210-83	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No mitigation measures are proposed for socio-economic aspects of the Junction 23 proposals. 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.	89387-1211-3796	/			<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> <ul style="list-style-type: none"> <li>- Business Supplier Events and Skills Training;</li> <li>- Engagement with schools and colleges in the local area in order to help them plan the education and trainings requirements of their students;</li> <li>- An on-going commitment to local procurement and training to up-skill the workforce;</li> <li>- A dedicated supply chain representative in the Bridgwater office (undertaking an outreach programme with local businesses);</li> <li>- A series of 'supply chain' events for local businesses to provide a clear understanding of EDF Energy's requirements from suppliers.</li> </ul> <p>In addition EDF Energy is committing to a variety of mitigation funds to address impacts in various socioeconomic areas e.g. 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 <b>Draft Obligations within the Planning Statement</b></p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Consideration should be given to mitigation measures aimed at maximising the local employment share and economic benefit of construction of the park and ride.	89387-1211-4331	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The absence of a clear set of interventions in terms of training and employment casts significant uncertainty on the delivery of an enhanced level of local labour within the development.	89387-1211-5068	/			
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 be necessary to ensure that possible residual measures can be mitigated.	89428-1211-717			/	

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The baseline assessment has been carried out based on appropriate use of initial source references however it has not been completed with soil surveys. Consequently it is not known how much of the site is 'best and most versatile land'. Baseline information is therefore incomplete.	89388-1242-5322	/			Sedgemoor District Council and West Somerset Council noted at Stage 2 consultation that the baseline assessment was carried out based on an appropriate use of initial source references. However, the Local Authorities also commented that the baseline assessment required more information specifically around the quantity of "Best and Most Versatile Land".
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's assessment of significance of Minor Adverse for landtake of 21 Ha of agricultural land may be reasonable, but cannot yet be justified as the quality of the land has not yet been fully determined and the criteria have not yet been fully defined.	89388-1242-6782	/			EDF Energy acknowledged this comment and the soils and land Use chapter <b>Chapter 11 of Volume 8 of the Environmental Statement</b> now contains full baseline information for the site, including the findings of an Agricultural Land Classification (ALC). In direct response to the comment the surveyed agricultural land is all Grade 3b, moderate quality, agricultural land with no Best and Most Versatile Land present.

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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 proposed scheme on soil and land use impacts is described in Table 4.1 of Volume 4, which addresses cumulative effects, as 'Negligible Adverse'. This is not consistent with the residual impact of Minor Adverse given in Volume 3 as discussed here and hence Volume 4 under-reports this aspect to a minor extent.  Junction 23 - Soils and Land Use - Cumulative Impact	89388-1245-10052	/			<p>Following feedback received from Sedgemoor District Council and West Somerset Council during the Stage 2 Consultation on minor discrepancies in the assessment tables, EDF Energy has reviewed its assessment of potential cumulative impacts in relation to the proposed Junction 23 Site.</p> <p>Within-development additive impacts on soils and land use are now assessed within the soils and land use chapter, Chapter 11 of Volume 8 of the Environmental Statement (ES). Cumulative impacts with other developments are assessed in Volume 11 of the ES. Statement.</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 of the operational phase as having no significant impacts in the operational phase (Table 6.6.3) is not consistent with the rest of the assessment, as there will be a loss of land for approximately seven years during operation of the park and ride facility.	89388-1244-7045				In their response to the Stage 2 Consultation, Sedgemoor District Council and West Somerset Council commented upon the potential impact on Soils and Land Use as a result of the proposed Junction 23 development. The Local Authorities noted that further work and detail was required on the impact significance assessment and that in particular a significance assessment was required with regard to potential impacts of dust as a result of construction.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The significance of dust on human receptors (rather than agricultural receptors) during construction has not been assessed (please refer to the response on the Air Quality chapter).	89388-1244-7753		/		EDF Energy has taken account of the comments received and the impacts are now discussed in <b>Chapter 11 of Volume 8 of the Environmental Statement (ES)</b> . More specifically, the impact of loss of agricultural land for the duration of the operational phase is now included within the assessment of construction phase impacts, as this is the phase when site soils would be stripped and stockpiled, removing them from agricultural use. Once stored in stockpiles, there would be no new impacts on these soils during the operational phase additional to those already assessed.
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 other effects, are of Minor Adverse significance, with good site management practices employed as part of the EMMP this is generally reasonable (please refer to comments below on mitigation).  The significance assessment therefore needs completion.	89388-1244-7938		/		The assessment of impacts during the operation of the proposed Junction 23 development addressed the potential for adverse indirect impacts on the soils, agricultural land use and agricultural activities of adjoining land as a result of localised dust generation and deposition, surface water run-off and sediment deposition. These impacts are addressed in <b>Chapter 11 of Volume 8 of the ES</b> . These indirect impacts would be limited in scale and extent, as the design of the operating site would include run-off and sediment capture and control measures, and dust generation from the facility would be purely from hard standing areas and therefore limited.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The assessment of the significance of environmental impacts on land use cannot be completed while the final use of the site is undetermined.	89388-1244-9475		/		Whilst restoration to agriculture is currently assumed, details of the preferred post-operational strategy would be identified closer to the time that the land is no longer required by EDF Energy. This is discussed

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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 of Minor Adverse residual impact from the temporary landtake of agricultural land may be reasonable, although further work is needed as described above to demonstrate this.</p> <p>It should be noted however that if the site were to be restored for legacy use, as is stated in parts of the report, the residual effect on soil and land use might be more adverse.</p>	89388-1244-9647		/		further in <b>Chapter 5 of Volume 8 of the ES</b> . Prior to the cessation of the use of each associated development site, EDF Energy would produce for approval by the Infrastructure Planning Commission, (IPC) (or successor body) a post-operational scheme to provide EDF Energy with the authority it needs to carry out any physical works to put the site into the required post-operational state. A further planning application and environmental assessment would be required for the use of any retained facilities which the approved post-operational scheme has allowed to be retained on the 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	Criteria are presented in this chapter for the Importance of soil and land use Receptors, and for the Magnitude of Effects. However these 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'.	89388-1243-5720	/			In their response to the Stage 2 Consultation Sedgemoor District Council and West Somerset Council commented that although the methodology relating to soils and land use for the proposed junction 23 development was in line with best practice, it required a greater level of information and detail, particularly with regard to the assessment of Best and Most Versatile Land (BMVL).
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 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.	89388-1243-6012	/			EDF Energy has acknowledged these comments and developed the methodology further following the Stage 2 Consultation. <b>Chapter 11 of Volume 8 of the Environmental Statement (ES)</b> includes a description of the criteria used for the assessment of the magnitude of effects on identified soils and land use receptors.  The Methodology section addresses the following issues as they may be affected by construction, operation and post-operation restoration of the site:
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The methodology therefore needs completion with regard to criteria for magnitude of impacts and consideration of alternatives.	89388-1243-6630	/			<ul style="list-style-type: none"> <li>soil types, their quality and Agricultural Land Classification (ALC) grades likely to be affected by the development;</li> <li>the type of farm enterprises present and farming practices including any agri-environment schemes; and</li> <li>the possible presence of crop/soil/animal diseases or noxious weeds.</li> </ul> <p>The criteria used in the assessment are the ALC grades as set out by the former Ministry of Agriculture, Fisheries and Food which includes Best and Most Versatile Land (ALC Grades 1, 2 and 3a), but also lower grade agricultural soils (Grades 3b and 4). The methodology describes the assessment of magnitude of impact (change) upon soils and agricultural land, and the value and sensitivity of the soils present on site, including both BMVL and Grades 3b and lower agricultural land. This approach has allowed potential impacts to be assessed and consideration given to the potential vulnerability of soils to stripping and handling in relation to their physical characteristics, including Soil Wetness Class.</p>

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Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Environmental Appraisal Volume 3 Chapters 6.6, Soil Management Plan (SMP) and Environmental Monitoring and Management Plan (EMMP) will be required to finalise mitigation measures regarding soils storage and management.	89247-1246-1657	/			<p>Somerset County Council, Sedgemoor District Council and West Somerset Council all responded to the Stage 2 Consultation in relation to soil and land use mitigation measures. In summary the consultees commented that further development and finalisation of the mitigation proposals was required and that contractual mechanisms to guarantee best practice should also be included.</p> <p>Following the Stage 2 Consultation EDF Energy has developed both its proposals and mitigation measures for the Junction 23 site. Impacts are considered in the Soils and Land Use chapter <b>Chapter 11 of Volume 8) of the Environmental Statement (ES)</b>. The physical characteristics of the soils present on site (including drainage characteristics, moisture status and Soil Wetness Class) have been taken into consideration in the impact assessment and proposed mitigation in terms of their potential vulnerability to stripping, handling and storage. Information on site drainage, including agricultural land drains where available, has been used to assess the potential for damage to field drainage, both within the site and on adjoining land.</p> <p>During the construction and operation phases, temporary and potentially permanent surface water drainage systems would be put in place to mitigate potential impacts. Where required, there would be localised drainage below topsoil stockpiles to ensure that the upper surfaces of the soil are suitably drained. The temporary drainage facilities would help to maintain soil contained in stockpiles in a viable condition for re-use. The provision of temporary drainage would protect land drainage on adjoining land from potential disruption. Drainage is addressed in further detail within <b>Chapter 13, Volume 8 of the ES</b>.</p> <p>The principle mitigation for soils and land use is the adoption of correct methods for excavation, handling, transport, stockpiling and reinstatement of agricultural soils. An outline of these methods is provided in <b>Chapter 11, Volume 8 of the ES</b> and the full details would be provided in a soils management plan which forms part of the suite of Environmental Management and Monitoring Plans (EMMPs). A series of soil restoration prescriptions and methods would be provided as part of the soils management plan to support the requirements of the landscape restoration.</p> <p>The proposed development is expected to be operational for approximately seven years. Once the proposed facilities are no longer required to support the construction of the Hinkley Point C power station, the site would be reinstated to its current use as agricultural land.</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The best mitigation for loss of the land would be good quality restoration to agriculture, which is the scenario assumed in parts of the report. 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	89388-1246-8228	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	restoration to agriculture does not take account of wider socio-economic issues. In other parts of the report it is stated that the site would remain as local amenity, however this does not appear to have been the subject of consultation and is currently undeveloped.	89388-1246-8596	/			
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 field drainage is proposed only by part of EMMP (Table 6.6.3), which is not sufficient, and is not consistent with other associated development sites in this report, where reinstatement of ditches and drains has been proposed.  The mitigation proposals therefore need further development.	89388-1246-9031	/			
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.  It should be noted that if the site were restored for legacy use the residual effects on soil and land use might be more adverse.	89428-1246-4618	/			

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								<p>A post-operational strategy would be identified closer to the time that the land is no longer required to support construction of the HPC power station. Further details are provided in <b>Chapter 5 of Volume 8 of the ES</b>.</p> <p>The mitigation of potential impacts upon archaeology and the historic environment due to earthworks and soil removal is addressed in <b>Chapter 16, Volume 8 of the Environmental Statement</b>.</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	No monitoring requirements have been identified.	89388-1247-10435	/			<p>During the Stage 2 Consultation Sedgemoor District Council and West Somerset Council commented that no monitoring requirements in relation to soils and land use had been identified for the proposed Junction 23 Site.</p> <p>EDF Energy has acknowledged this comment and the mitigation section of the Soils and Land Use chapter, <b>Chapter 11 of Volume 8 of the Environmental Statement (ES)</b> now outlines quality control and monitoring measures that would form part of the mitigation for stripped, stored and re-used soils. Full details would be provided in a soil management plan that will form part of the suite of <b>Environmental Management and Monitoring Plans (EMMPs)</b> for the development. Managing and documenting topsoil stripping, stockpiling and reuse would form a key part of the plan.</p>



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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	2) If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site (e.g. car parks, landscaping) must be shown on a drawing.	89079-1276-7045	/			Comments at Stage 2 requested that areas of surcharge, overland flow and ponding areas be shown clearly on a plan. The <b>Junction 23 Flood Risk Assessment (FRA)</b> has been updated to include a master plan and drainage plans for the site.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	3) If there is any surcharge and flooding from the system, overland flood flow routes and "collection" areas on site (e.g. car parks, landscaping) must be shown on a drawing.	89081-1276-2029	/			

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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 key receptor in the reports is considered to be the on-site drainage network and this is described as being in hydraulic isolation from the River Parrett and the King's Sedgemoor Drain. As such the sensitivity is assessed to be low.	89390-1271-1939			/	<p>The consultation comments assigned to the impact and cumulative impact categories cover a range of drainage, flood risk, hydrology and water quality issues. The following statement considers how these consultation comments have been addressed within the <b>Volume 8 of the Environment Statement (ES)</b>.</p> <ul style="list-style-type: none"> <li>One consultee commented on the need to consider potential improvement works in the primary river defences adjacent to the site in order to limit the current and future risks of flooding at the site. This issue has been considered in detail in the <b>Junction 23 Flood Risk Assessment (FRA)</b> modelling work undertaken for the site and has led to a specific recommendation in the <b>FRA</b> for an improvement in the point of weakness in the current flood defences near Bibby's Wharf.</li> </ul> <p>Design details of the proposed flood defence improvements would need to be agreed and consented by the Environment Agency through their Flood Defence Consent process.</p> <p>The <b>FRA</b> also includes a number of recommendations specifically designed to mitigate the impacts of flooding caused by overtopping/breaching of the flood defences at the site. These recommendations include:</p> <ul style="list-style-type: none"> <li>The platform levels should be set no lower than 7.2m AOD for the freight management facility and 7.5m AOD for the park and ride facility. The finished floor level for the ground floor of the induction centre and courier facility building should be set no lower than 7.8m AOD;</li> <li>To mitigate against the residual risk of overtopping of the flood defences, EDF Energy will subscribe to the Environment Agency's flood warning system so that site operatives can be made aware of the forecast extreme water levels in the River Parrett and be alert to the potential occurrence of overtopping.</li> </ul> <p>These mitigation measures will ensure that the residual risk is acceptable for the lifetime of the proposed development.</p> <p>Comments were received which requested additional information regarding the evaluation of the</p>
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The significance of flood risk considerations and increased sedimentation effects is reported for as 'no impact'. This is not considered appropriate for this proposed development. The conclusion is based on mitigation implemented during construction. Some details of these proposed mitigation measures are available in the construction stage mitigation section but the assessment does not consider the effectiveness of these systems nor their potential to fail. Further information regarding the proposed mitigation should be provided and taken into account in the assessment.	89390-1271-4756	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The impact of tidal flooding is dependent on increasing the standard of protection offered by private flood defences. At present it is not clear if improvement works are going to be undertaken. This situation needs to be clarified. If the improvement works are not going to be undertaken it has to be assumed that the lower standard of protection offered by the private flood defences will remain.	89390-1271-5336	/			
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 these impacts is considered to be appropriate based on the information provided.	89390-1271-6110			/	
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 impacts above are considered to be an appropriate reflection of the situation. However, there will be residual impact caused by mobilisation of sediments not identified. This needs to be included in the assessment.	89390-1271-8013			/	

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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 reported that all the operational impacts can be mitigated to negligible, although this relies on an effective surface water management system reducing all residual impacts. Details of the system are insufficient to have confidence that the methods described can be utilised and that they will provide the expected level of protection.	89390-1271-8244	/			<p>value/sensitivity of each of the receptors considered in the impact assessment. These details are tabulated in the updated <b>surface water chapter of Volume 8 of the ES</b> and are outlined for both the water quality and hydrology assessment. It should also be noted that details have been provided for both direct surface water and indirect population receptors which could be affected by the development at the site. In addition to the summary table of receptor sensitivities, justification text for the assigned rating values has been provided.</p> <p>A number of consultees also requested additional information regarding the approaches to manage surface water discharges from the site and thereby enhance the assessment of construction and operational impacts arising from the proposed development. These concerns have been addressed through the development of a comprehensive drainage strategy for the site, which will ensure the effective management of surface water flows arising from the site. Further details of this strategy are presented in the <b>Methodology section of the Surface Water Chapter of Volume 8 of the ES</b> and the <b>Junction 23 FRA</b>.</p> <p>In addition, a <b>Water and Sediment Management Plan</b> will detail measures which will ensure the careful management and monitoring of construction practices at the site, with respect to surface water and sediment control. Measures will include the provision of facilities for the appropriate storage of oils and fuels. Such measures will ensure that any discharges from the site will be managed in such a way that there will be no deleterious impact on receiving watercourses and that any discharge requirements are met in terms of quality and discharge rate at all times.</p>

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The location of the surface water outfall and detailed surface water drainage model and design will need to be finalised. The surface water drainage scheme for the proposed development should meet the following criteria:  1) The surface water drainage system must deal with the surface water run-off from the site and provide storage for tidal locking. The on-site storage must be able to retain up to the 1 in 100 year rainfall event plus climate change during a tide lock situation. Drainage calculations must be included to demonstrate this (e.g. Windes or similar sewer modelling package calculations that include the necessary storage volume).	89080-1270-3805	/			A number of consultees commented regarding the extent and scope of the methods used to develop the Surface Water chapter in Volume 8 of the Environmental Statement (ES).  A number of these comments related to the absence of detailed drainage information in the Stage 2 assessment and therefore the lack of information to support the wider impact assessment. To address these concerns, a detailed drainage strategy has been prepared for the site which seeks to minimise the effects of increasing surface run-off from the proposed development by the use of SuDS features. This includes the use of permeable paving with subsurface storage plus a detention basin, to provide attenuation for all storms up to and including the 1 in 100 year event, with an allowance of 10% for climate change. .  The proposed foul drainage system consists of a series of gravity drains from each of the buildings to a single foul water pumping station, which will then pump to a proposed small package sewage treatment works. The treated water would then discharge into the proposed surface water system located on the north side of Dunball Drove. Proposed discharge standards are provided in the Flood Risk Assessment (FRA).  A number of specific comments were received from the Environment Agency regarding the input datasets and parameters used in the FRA modelling undertaken in the Stage 2 assessment. A number of comments also related to the use of the final model results to inform the ES impact assessment process. The specific actions taken to address these comments and thereby improve the integrated tidal and fluvial flood risk model are provided in detail in the response to the flood risk assessment topic within the flood risk category for this theme. Further information is also provided in the FRA modelling report.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Adoption and maintenance of the drainage system must be addressed and stated.	89080-1270-4640	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Considering the nature of the proposed development, it is likely that the surface water runoff from the site will be contaminated. Contaminated runoff may require treatment prior to discharge.	89080-1270-4721	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	A comprehensive drainage strategy to be provided incorporating the above comments	89080-1270-5188	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The present review has focussed on the baseline model. The review has identified that there are several potential issues with the baseline model and therefore this will have an impact on model results. The post development scenarios should be reviewed once changes to the baseline model have been implemented.  Once this is complete, several post development scenarios must be considered to inform the mitigation strategy and demonstrate that flood risk to the surrounding area will not be increased.  <b>Model Logs</b>  - LIDAR data has been used to define the ground level in the river model. We need to know the source of the LIDAR data, its age, resolution and whether it is filtered or unfiltered.	89095-1270-60	/			One of the consultation comments received requested additional information regarding the evaluation of the value/sensitivity of each of the receptors considered in the Impact topic response for the surface water Category. The approach taken to address this comment was outlined in the impact response for this site.  The consultation comments for this site also made specific points regarding the approaches taken to assess the magnitude of specific impacts associated with the construction and operation of the site. This included a specific comment regarding the potential major adverse impact of flood risk at the proposed development site.

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p><b>Flow Data</b></p> <p>- At present the model does not correctly represent the volume of water that will overtop the defence, as the boundary is only applied to a short reach of the river immediately to the south of the proposed development site. The flood defence overtops in other locations, in particular near Pawlett Gore Sands. Therefore the flood depths are likely to be underestimated.</p> <p>- The model uses a single head-time boundary with a peak water level of 8.194m for the 0.5% AEP event (2010), linearly interpolated from reported levels at West Quay in Bridgwater and Burnham-On-Sea. The Environment Agency Tidal Flood Zones Report 2007 gives a flood level adjacent to the site for 2010 of 8.23m AOD. As the boundary is quite long we recommend that either a spatially varying boundary should be applied to the model, or the more conservative eA level of 8.23m AOD is used. For the 1 in 200 year tidal event including Climate Change, we have noticed discrepancies between the peak level in the model (8.218 m) and the level quoted in the report (8.194 m). These values should be the same and should be consistent in documentation submitted.</p>	89095-1270-767	/			<p>In relation to this specific point, consideration has been given to the potential impact of the development upon both available flood storage and routing in the area covered by the site. This assessment has used the results of the integrated tidal/fluvial flood risk modelling which was developed for the FRA.</p> <p>This model has shown that the existing site is not predicted to flood in a 0.5% Annual Exceedance Probability (AEP) 2020 overtopping event. However, in the event of a breach under the 0.5% AEP 2020 event there would be significant flooding of the existing site up to a depth of 0.9m. In addition existing sites to the north would currently flood to depths up to 0.7m and the existing development to the east would flood to depths up to 0.6m.</p> <p>The improvements to the existing flood defences proposed as part of the development would</p>

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p><b>Hydraulic Modelling</b></p> <ul style="list-style-type: none"> <li>- The tidal boundary for the model is associated with flow from the River Parrett. However, the model representation of this is not appropriate. In some locations the tidal boundary is situated on high ground immediately on the river side of the flood defence and at other locations, the boundary is located along the centre of the channel. This boundary should be modified so that it runs along the River Parrett channel at a suitable distance from the flood defence wherever possible. This will allow for an improved model representation of embankment overtopping, in particular improved representation of velocity. It can be seen in the model results that the maximum water level along the boundary varies between 4.8m and 8.21m along the River Parrett compared to an expected boundary level of 8.19m as defined by the peak water level above.</li> <li>- In both the report (Modelling Report Appendix A, Figure 17) and model layers, a polygon to define the extent of the model had been provided. This polygon does not reflect the model, as some of the 'modelled' area falls outside of the model domain. The area that falls outside the domain is not included in the model. Further justification should be provided for the model extents and the model extent/domain adjusted accordingly.</li> <li>- The model has been defined to assess the risk of tidal flooding at the site only. However, King's Sedgemoor Drain is to the south-east of the site and is not included in the model. This watercourse will have an impact on the flood level at the site so that a combined fluvial/tidal event needs to be assessed.</li> <li>- The 2D model extents are not sufficient and there is considerable glass-walling observed along most of the model boundaries where flow overtops the defence and is bounded by the active model domain. This has the potential to affect water level estimates at the site and does not allow flood waters to flow into the wider floodplain/tidal cell. Therefore the model requires reviews in order to assess any potential impacts of the proposed development on the defences and other 3rd parties within the wider flood cell.</li> <li>- For the T200CC event, the report quotes the peak tide level to be 8.194m, whereas a peak level of 8.218 is applied in the model. These values should be the same and should be corrected in either the report of the model. Tidal levels throughout the model need to be re-assessed based on the comments above under the "flow data" section. Currently the levels used are not conservative.</li> </ul>	89095-1270-1912	/			significantly reduce the probability of a breach occurring and the overall risk would not be increased. In addition, the proposed development would reduce flood risk to the land to the north.



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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p><b>Topography</b></p> <ul style="list-style-type: none"> <li>- Understanding the risk of defences being overtopped is a key part of the FRA for this development. The elevation of the defences controls the volume of water overtopping the defence and inundating the site. The z-line shown in the model, and text in the FRA report, states that the level of the defences is based on NFCDD and surveyed data, neither of these datasets have been provided and therefore input data cannot be validated. We would advise that a detailed defence crest level survey of the defences is used instead. In addition, the applicant must submit the raw data for validation.</li> <li>- A Z-Shape has been used to raise ground levels at Dunball Wharf. This effectively prevents water flowing from King's Sedgemoor Drain into the River Parrett. The elevation of this is defined as 8.4m. The source of this data should be defined. This raises the height of the flood defences in the immediate vicinity of the structure by 0.06m. More information should be provided on the operation of this structure, i.e. how does it operate during flood events.</li> <li>- A comparison between the model geometry and the catchments LIDAR has identified that in three areas of the floodplain, z -point values were set to 100 metres, well above the level of the floodplain that is mainly at an elevation of 6-7m. Two of these areas are along the flood defence and can potentially affect the volume of water overtopping the defence and the other is at the location of a surface water pond. These features must be modified as they are not representative of the floodplain</li> </ul>	89095-1270-4446	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p><b>Roughness Coefficient</b></p> <ul style="list-style-type: none"> <li>- Different material layers are used in the baseline models (2d_mat_J23A_CFrev1 and 2d_mat_J23A_CFrev2), i.e. 0.5%AEP tidal present day or 2080. This should be modified, these models should be identical or the reasons for the differences fully documented and justified.</li> <li>- Some Manning's n coefficient values selected are inappropriate. and should be modified as follows: material types 2 and 10 represent vegetation and have been given a roughness values of 0.12 and 0.20. This is too high and can cause attenuation of flood depths. Material type 15 represents garden boundaries and has been given a Manning's n value of 0.9. This will provide significant attenuation to model flood depths. A value of 0.250 has been used for the foreshore. This does not represent the foreshore, but the Dunball Clyce. The reason for the high values should be documented or amended.</li> <li>- The modelled area has been split into areas with different roughness. Linear features such as the watercourses and areas of dense vegetation have been defined. However, these are not always incorporated within the model grid. In addition there are some other areas with isolated cells that have different roughness characteristics. These features should be modified</li> </ul>	89095-1270-6021	/			

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Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	<p><b>Model Run and Outputs</b></p> <ul style="list-style-type: none"> <li>- It is noted that a breach scenario has not been submitted with this modelling. The impact of breach will have a significant impact on the flood depths and inundation at the site. Therefore breach scenarios should be carried out as part of this study.</li> </ul> <p><b>Model Stability</b></p> <ul style="list-style-type: none"> <li>- In general the mass balance is well within an acceptable range. However near the start of the simulation when cells first become wet, the mass balance ranges between -12% and 4%. The source of model mass balance errors should be identified and more appropriate initial conditions set in the model</li> <li>- The 1D model and 2 D model output should be produced at a more user friendly output interval as they are producing big files and make the output difficult to interpret.</li> <li>- The J_200CC0T model runs occur from 12-67 hours. Whereas all other runs are from 24-67hours. The reason for this should be checked and appropriate model runs changed.</li> <li>- NNB GenCo have provided hazard mapping as part of their FRA but this has been manually created. It is recommended that TUFLOW is used to calculate the flood hazard and produce the output. This can be done by adding the output option ZUK0 to the 'tcf file.</li> </ul> <p>For future model review, file revision numbers should be given to all files and put in a consistent meaningful format.</p>	89095-1270-7291	/			
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 does not clearly state what the residual flood risk to the site is, nor does it cross reference the site's Flood Risk Study (FRS). The assessment does state that a breach and overtopping study is required and this has been done. The details of this are in the FRS. From the FRS it would appear that the site is protected from overtopping but not from a breach. The chapter needs to cross reference the FRS and provide a concise summary of its content.	89390-1270-1329	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This is considered to be an oversimplification of the situation. As the onsite drainage system is acting as a drainage route and not a final receptor for surface water discharges, there must be an ultimate receptor for surface water. At present the ultimate drainage route and water body receiving surface water is not apparent and therefore not considered in the assessment.	89390-1270-2179	/			

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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 likely that surface water will ultimately discharge into either the River Parrett or the King's Sedgemoor Drain. These water courses are considered to be more sensitive than the site drainage in isolation and it is therefore considered that the assessment currently underestimates the sensitivity of receptors. The ultimate drainage routes and receptors for surface water should be investigated and taken into account in the assessment.	89390-1270-2555			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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.	89390-1270-3123	/			
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 is considered to underestimate the significance of effects as a result of the low importance assigned the ditch/rhyne network based on its reported isolation from the River Parrett or King's Sedgemoor Drain.  The assessment that flood risk impacts are major adverse is considered valid as a result of the site being located in a flood zone.	89390-1270-4042			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	It is reported that all construction impacts identified below can be mitigated to negligible. The residual impact assigned above is probably a fair reflection of the situation. However, the impact to the drainage network caused by mobilisation of sediments is underestimated and does require positive mitigation. Even with mitigation in place a minor adverse impact is likely.  It is reported that the only operational and removal/reinstatement impacts after mitigation will be due to accidental discharges and that this will be negligible;  This relies on an effective surface water management system reducing surface water runoff and the contaminants contained within it and so removing all effects caused by routine runoff. The assessment does not consider the effectiveness of surface water management systems nor their threshold to failure and totally ignores the of mobilisation of sediments during the removal/reinstatement process. This is considered to be a minor adverse impact even with an Environmental Management and Monitoring Plan (EMMP).	89428-1270-5793			/	

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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.	89864-1270-1912	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Parrett Internal Drainage Board	Statutory Consultee	Stage 2	These sites are outside of the Boards area. However surface water from these sites currently enters the Boards area. Should the development proceed to the next stage we would wish for suitable surface water strategies to be developed to ensure that land in and adjacent to these areas can continue to drain to a standard at least as good as that which exists currently and that no additional burden is placed upon adjacent drainage systems from increased runoff and volumes from the sites. This will require surface water run off to be managed and for drainage features to be maintainable.	10189-1273-2881	/			A number of the consultation comments relate to concern or clarifications regarding the potential impacts (and need for mitigation) of uncontrolled surface water discharges and/or pollution sources from the site.  A drainage strategy is an integral part of the site design to control discharges from the site and ensure that the potential pollution of surface water is managed effectively. The key features of this strategy are summarised in the <b>methodology topic response for the surface water category</b> .
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Considering the nature of the proposed development, it is likely that the surface water runoff from the site will be contaminated. Contaminated runoff may require treatment prior to discharge.	89080-1273-4721			/	During the Stage 2 consultation, the Environment Agency also highlighted a number of specific conditions which would need to be addressed to ensure that the proposed development did not cause pollution and/or impact upon the water environment. These conditions were noted by EDF Energy and were reflected in the development of the <b>surface water chapter of volume 8 of the Environmental Statement (ES)</b> and the <b>Junction 23 Flood Risk Assessment (FRA)</b> . EDF Energy has continued engagement with the Environment Agency during the development of the site specific <b>FRA</b> to ensure these requirements will be adequately addressed.
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Please note that these recommendations are subject to addition and change. Before final conditions are established the Environment Agency should be re- consulted. Please be aware we will have additional conditions as proposals are developed further.	89090-1273-2422			/	The assessment of water quality construction impacts has assumed that good construction site practices will be adopted. Due regard for the Environment Agency Pollution Prevention Guidelines will be made. The <b>subject specific environmental monitoring and management plan</b> will detail measures which will ensure the careful management and monitoring of construction practices at the proposed development, with respect to surface water and sediment control. Measures will include the provision of facilities for the appropriate storage of oils and fuels. Such measures will ensure that any discharges from the site will be managed in such a way that there will be no deleterious impact on receiving watercourses and that any discharge requirements are met in terms of quality and discharge rate at all times.
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.  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 pipe work 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.	89090-1273-4253			/	
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	Once this is complete, several post development scenarios must be considered to inform the mitigation strategy and demonstrate that flood risk to the surrounding area will not be increased.	89094-1273-470			/	

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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 approach to mitigating loss of drainage, increased surface water runoff and flood risk provides three options. However, additional detail is required to know if they are technically feasible or practical. Works required include realignment/replacement of the existing drains/rhynes and the implementation of a surface water management system. It is reported that the detail is contained within the Flood Risk Study (FRS).	89390-1273-6721	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The operational phase mitigation is dependent on a surface water system designed to manage quantity and quality. 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.	89390-1273-7170	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This focuses on measures to control mobilisation of sediment and other pollutants with a reliance on management plans. The proposed approach is considered appropriate for this proposed development.	89390-1273-7508			/	
Parrett Internal Drainage Board	statutory consultee	Stage 2 Update	Clearly within the development proposals there are a number of important issues which need to be resolved before any development or works commence on site. The details will need to set out and establish an effective surface water disposal strategy on each of the separate proposals and if appropriate consent applied for and is issued by the Board before any works commences on site.	89717-1273-5685			/	



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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.	89390-1274-8799	/			<p>One consultation comment was received raising the potential need for additional surface water monitoring at the site and for this requirement to be considered under an <b>Environmental Management and Monitoring Plan (EMMP)</b>.</p> <p>Monitoring of the discharges made to surface waters will take place, as will monitoring of construction procedures and practices. Details regarding the surface water monitoring programmes and responsibilities will be contained within the specific <b>EMMP</b> which forms part of the submission documentation.</p>

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Biodiversity -J 23 A - As the potential development area contains watercourses, an ecological survey will be required to check the rhynes and ditches for protected species, such as water vole.	88830-1278-12028	/			<p>A desk study and an extended Phase 1 habitat survey were undertaken at an early stage in the Environmental Impact Assessment and design process for each component of the proposed development, including Junction 23, in line with the Institute of Ecology and Environmental Management's (IEEM's) Ecological Impact Assessment (EclA) guidelines (2006). This initial stage of ecological baseline data collation identified a requirement for further detailed species survey work to be undertaken in order to establish a robust baseline, both to inform the design of the development proposals and to provide a robust basis on which to assess the impacts of the development. However, at the time of the Stage 2 consultation the programme of detailed species survey work was still ongoing and, consequently, the full results could not be incorporated in the Stage 2 consultation documentation. As such, the design of the scheme and the assessment of impacts at this stage were presented on a precautionary basis.</p> <p>Taking account of consultee comments, following the Stage 2 consultation, the full results of the baseline surveys completed in 2010 (including an extended Phase 1 habitat survey in May 2010) have been incorporated into <b>Volume 8 of the Environmental Statement</b>. This presents a robust baseline on which to draw conclusions in the assessment. Furthermore, the project ecologists have played an integral role in the iterative process of scheme design to ensure that the implications of the baseline results, including those received during or after the Stage 2 consultation, have been fully addressed in the final design proposals.</p>
Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	a lack of information at this stage prevents meaningful consultation.	10263-1278-11493	/			
Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	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.	10263-1278-12078	/			
Somerset Wildlife Trust	Non-Statutory Consultee	Stage 2	Insufficient ecological information has been provided against which to appraise these plans, and so we must object.	10263-1278-16660	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	In the case of European protected species we would expect to see any final application to contain full survey information identifying impacts of the development together with plans for addressing issues raised. Development is proposed in Sedgemoor, not West Somerset so the relevant local Biodiversity Action Plan should be used. We note the intention to undertake an invertebrates characterisation survey. We would expect to see a survey of the invertebrates of the ditches and rhynes as the site lies within the Somerset Levels and Moors Natural Area within which several sites are of national and in some cases international importance for some rhine invertebrates.  Action: Appropriate ecological surveys will need to be carried out and the results included within development proposals	89080-1278-5435	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Section 6.10.57 lists ten separate ecological surveys that are yet to be completed. Because these are not finished then the baseline being used for the EclA (Ecological Impact Assessment) is not complete. Therefore, the impact assessments summarised in Table 6.10.8 must be considered to be preliminary assessments only. It is too early to comment upon the various mitigation proposals that are suggested as it is difficult to form a view on whether these will be adequate. In any case, many of the mitigation proposals are not capable of being assessed because it is not clear precisely what it is that is being put forward. For example, paragraph 6.10.98 dealing with mitigation for Great Crested Newts during construction addresses the issues in very general terms listing measures that could be taken if surveys reveal a population to be present. To be in a position to	89262-1278-550	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
			judge whether the mitigation is adequate SCC would need specific information about the specific population that will be affected and precisely what it is that will be done to safeguard favourable conservation status.					
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	This is the first technical review of this aspect of the proposal. 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. There is enough information to characterise the general ecological status of the selected locations, although further survey work is recognised as being required.	89390-1278-9145	/			
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.	89390-1278-9525	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The validity of the evidence base produced by EDF Energy for terrestrial ecology for the site is on the whole considered sound enough to come to an initial evaluation.	89390-1278-9791			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Commuting activity of bat populations is not sufficiently understood within the baseline to make an assessment on whether the HPC main site and Cannington bypass would have potential to interact with the Comwich Wharf activities. Similarly, there is insufficient information at present to qualify the potential effects of the NG connection on these bat populations.	89390-1278-15217	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	No ecological information was presented during the Stage 1 consultations for the associated development sites and the baseline is still incomplete. A significant range of protected species surveys are still ongoing and it is not clear how these surveys will influence the design which is already at an advanced stage.	89428-1278-6884	/			

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Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89428-1278-7202	/			
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 (January).	89428-1278-7704	/			

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Environment Agency	Dual - Statutory Consultee and Consultee with an Interest in Land	Stage 1	Biodiversity -J 23 A - As the potential development area contains watercourses, an ecological survey will be required to check the rhynes and ditches for protected species, such as water vole. It is worth noting that the area is adjacent to a scheduled ancient monument known as the Motte and Two Baileys. English Heritage should be consulted further on this matter.	88830-1286-12028	/			Since the Stage 2 consultation an outline ecological mitigation and habitat management plan has been prepared and is included within the <b>Terrestrial Ecology and Ornithology Chapter (Chapter 14, Volume 8) of the Environment Statement (ES)</b> , and in the <b>Environmental Management and Monitoring Plan (EMMP)</b> which is appended to the ES.
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The details of the EMMP should be agreed with key consultees.	89390-1286-12556			/	The methodology for, and presentation of, the assessment of impacts in the <b>Chapter 14, Volume 8 of the ES</b> has also been further developed since the Stage 2 consultation; potential impacts on the historic environment are considered in <b>Chapter 16, Volume 8 of the ES</b> .

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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 development on this site and the adjacent proposals do have some potential to interact. There is insufficient consideration of the disturbance construction effects of the various coastal projects together with the coastal associated development (e.g. Combwich Wharf). Disturbance issues should however normally be mitigated out of schemes of this nature. However, there will remain some disturbance (e.g. soft start) and this low level impact relies on quiet areas elsewhere with the Severn. An overlap in construction times would reduce these refuge areas.	89390-1281-14652	/			The full results of the baseline survey programme provide a robust basis on which to assess the likely significant impacts of the proposed development at the Junction 23 site on ecological receptors, including those that may arise from cumulative interaction with other Hinkley Point C (HPC) developments and non-HPC developments. Since Stage 2 consultation an updated assessment of cumulative impacts on terrestrial ecology and ornithology receptors, including bats and other UK Biodiversity Action Plan (UKBAP) species referenced during the Stage 2 consultation, is presented in <b>Volume 8 and Volume 11 of the Environmental Statement</b> .
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.	89390-1281-15587	/			
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 insufficient consideration of cumulative disturbance construction effects of the various coastal projects together with the coastal associated development (e.g. Combwich Wharf).	89428-1281-8459	/			



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	18. M5 Junction 23  Both the J23-A and J23-B Search Areas have the potential to support Great Crested Newts - another EPS. Great Crested Newt populations have been recorded on the eastern side of the A38 close to the Search Areas. It is considered possible that the fields within the Areas, although intensively-farmed, might attract birds from the Severn Estuary SPA.	87980-1280-1843			/	At the time of the Stage 2 consultation the programme of detailed survey work was still ongoing and, consequently, the full results could not be incorporated in the Stage 2 consultation documentation. Since then, the full results of the survey programme have been incorporated into <b>Volume 8 of the Environment Statement</b> which now presents a robust baseline on which to draw conclusions in the impact assessment, including the valuation of receptors that may be affected by the development proposals. In response to consultee comments the methodology for, and presentation of, the assessment of impacts has also been further developed since the Stage 2 consultation and, as the project ecologists have played an integral role in every stage of the iterative scheme design process, potential impacts on ecological receptors have been avoided through design wherever practical.
Tractivity 839	Dual - Consultee with an Interest in Land and Public	Stage 2	5. Any other ideas or comments?  Park and Ride on the motorway Junctions seems practical, however the one at Cannington is completely un-needed. the freight/logistics at Comwich is completely un-needed. The frieght/logisitcs at Comwich is completely opposed as this is putting far too much stress on the residents and countryside and flora and fauna. There is sufficient redundant land between the 'C' site and the 'A' station to accomodate the freight logisitcs and pre-fabrication sheds now recently announce for Comwich!	9597-1280-2899			/	
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	In view of the number of planned surveys (6.1.57 and 6.10.70 et seq) which are not complete it is premature to identify the impacts on ecology and make conclusions at this time.	89080-1280-6358	/			
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	All Conclusions will need to be re- evaluated once the surveys are complete.	89080-1280-6548	/			

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	Similar comments to those made above apply to the EclA contained in section 7.10. In this instance fewer surveys are outstanding, yet the need has been identified (in paragraph 7.10.53) for surveys in relation to Great Crested Newts, Badgers & hedgerows and for Roesel's Bush-cricket (a Somerset BAP Priority Species). Judgements regarding anticipated impacts upon biodiversity must be regarded as preliminary at this stage pending completion of the necessary surveys.	89262-1280-1700	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The legacy strategy and the ecological element of this does not address the wider context of the proposed site. The final confirmation of site design and legacy issues should take into account the ecological context and reference the evolving Green Infrastructure Strategy. It is appropriate to build in ecological benefit arising from retained habitat and other mitigation/enhancement. Currently, the 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 6.10.8) there are more adverse effects associated with potential removal/ re-instatement than with construction or operation.	89390-1280-13843	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89428-1280-7202	/			

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 approach for the assessment does follow best practice guidance (IEEM 2006) and list the appropriate legislation and policy framework. The desk-based baseline data collection is also comprehensive.	89390-1279-9985			/	At the time of the Stage 2 consultation the programme of detailed survey work was still ongoing and, consequently, the full results could not be incorporated in the Stage 2 consultation documentation. Since then, the full results of the survey programme (including the extended Phase 1 habitat survey results from May 2010) have been provided in <b>Volume 8 of the Environment Statement</b> which now presents a robust baseline on which to draw conclusions in the impact assessment, including the valuation of receptors that may be affected by the development proposals. In response to consultee comments, the methodology for, and presentation of, the assessment of impacts has also been further developed since the Stage 2 consultation and, as the project ecologists have played an integral role in every stage of the iterative scheme design process, potential impacts on ecological receptors have been avoided through design wherever practical.
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.	89390-1279-10356	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Overall, the assessment methodology is considered adequate once gaps in the baseline are dealt with.  SDC have commissioned a Green Infrastructure Strategy which is still being completed. The ecological (and Landscape strategy) for the final design and also the approach to legacy issues should draw on this evolving strategy.	89390-1279-10560	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	In general the evaluation of the value of receptors and the assigning of magnitude to potential effects is considered robust and consistent subject to the further survey work to be carried out. 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. However there are one or two inconsistencies.	89390-1279-10917	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The Phase 1 Habitat Survey was undertaken in January and therefore the botanical information is recognised as being preliminary. The valuation though is recorded as 'Negligible' where as overall it would be more appropriate to record it as 'Low'. Similarly the breeding bird assemblage should be recorded as low rather than Negligible.	89390-1279-11389	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Another 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, although the low valuation is based on the Phase 1 indicating a few linear features and scattered willow trees.	89390-1279-11728	/			

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 species survey requirements for the site are recognised within the assessment.	89390-1279-13462			/	
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.	89390-1279-13576	/			
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.	89428-1279-7878	/			

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.	88830-1282-26395	/			<p>The full results of the survey programme have been incorporated into <b>Volume 8 of the Environmental Statement (ES)</b>, which presents a robust baseline on which to draw conclusions in the impact assessment and, where necessary, define mitigation measures for unavoidable ecological impacts.</p> <p>Since the Stage 2 consultation, the design of the areas of legacy habitat creation has been further developed in response to concerns raised by consultees, including proposals for the creation of new ponds and a new drainage rhyme. An outline ecological mitigation and habitat management plan has been prepared (and included with the ES). The detailed mitigation plan would form an integral part of the site Environmental Management and Monitoring Plan (EMMP).</p> <p>Natural England have been consulted on the European Protected Species derogation licence that will be required for the implementation of the mitigation measures proposed in respect to great crested newts.</p>
Tractivity 1022	Public	Stage 2	8. Any other ideas or comments?  Needs to be to a good design standard, with adequate security. Plus the area made good to it's state beforehand or made better. Also, steps should be taken to protect the wildlife & ensure wildlife & natural habits not destroyed during building of park n ride.	9780-1282-3857			/	
Environment Agency	Dual - statutory consultee and consultee with an interest in land	Stage 2	The works described in 6.10.87 and 6.10.88 are not mitigation. There appear to be no works to mitigate impacts on rhynes or replace lost rhynes. A pond is not the same habitat as a rhyme.  Action: We would expect to see justification for the loss of rhynes and the creation of similar habitat to compensate for any loss.	89080-1282-6716	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	The use of balancing ponds to mitigate loss of existing ditch and wetland habitat is helpful but there may be scope for additional small scale pond provision.	89247-1282-2941	/			
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 such as the provision of Environmental Management & Monitoring Plan (EMMP) should assist in the avoidance of potential impacts from the construction and also for operation (bird disturbance). The details of the EMMP should be agreed with key consultees.	89390-1282-12344	/			

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	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.	89390-1282-12621	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	The landscape strategy and planting plans which will provide the ecological mitigation should be established as a firm commitment and with more detailed plans once route is confirmed and designs finalised.	89390-1282-13230	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	Mitigation would need to be incorporated for impacts that cannot be designed out late on in the process.	89428-1282-7202	/			
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	<ul style="list-style-type: none"> <li>- Mitigation should be provided as a firm commitment once sites baseline is completed.</li> <li>- The landscape and ecological plans should aim to maintain and enhance the local environment, using the local ecological (green infrastructure) context.</li> <li>- At present there is little evidence of legacy elements being incorporated into the design process.</li> </ul>	89428-1282-8031	/			
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	- The Proposed Changes indicate more substantial landscape treatment along the southern boundary of the site, although further details will be required. This would assist in protecting biodiversity and the landscape setting and provide some screening from paths alongside the Parrett Trail, responding to Local Plan policies HE4 and CNE9, and emerging Core Strategy policies D14 and D16.	89894-1282-1090	/			



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	- It is indicated in the Proposed Changes plan that a series of balancing ponds would be provided. Subject to drainage requirements, these should be located to maximise long term ecological benefits and utility of the fields at the legacy stage. In accordance with emerging Core Strategy policy D20 on Green Infrastructure and the Sedgemoor GI Strategy, the Draft HPC SPD suggests that consideration should be given to existing and potential habitat and recreational assets of the River Parrett, its banks and fringes.	89894-1282-1636			/	

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	As proposals are still being developed it is not possible to give a definitive list of recommendations for Section 106 Agreements for these proposals. Please note the Environment Agency will need to be re-consulted on this area.	89089-1283-39			/	Proposals for monitoring the impacts of the proposed development at the Junction 23 site are set out in the management plan for the site which is annexed to the <b>Environmental Statement</b> and would form an integral part of the site Environmental Management and Monitoring Plan (EMMP).
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- There is a need for further information about the ongoing maintenance (if any) of newly created habitats due to landscaping and balancing lakes.	89203-1283-3571	/			
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.	89390-1283-16516	/			
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 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.	89390-1283-16822			/	
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.	89428-1283-8382	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
RAC Foundation	Non-Statutory Consultee	Stage 1	4.2 The Junction 23 exit avoids central Bridgwater, but there is a case for a traffic scheme between the A 38 Bristol Road and the BNDR under which east-bound freight traffic at any rate took the Wylds Road route, suitably improved, through the industrial estate. The Drove route, partly through residential streets, would be signposted only for west bound traffic. (The County Council might be asked to secure the classification of this total route, including the BNDR, between the A39 and the A38, as a principal road to secure appropriate management and maintenance.)	8776-1215-9006			/	Consultees expressed concerns about the coverage of the baseline analysis, specifically with regard to seasonal changes in the baseline traffic associated with tourism and agriculture.  It was agreed with the relevant authorities that the appropriate tool to use to assess the traffic impact of the Hinkley Point C (HPC) Project is a Paramics micro-simulation 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.
Tractivity 877	Public	Stage 2	10. Any other ideas or comments? Major improvements required at J23. it is nearly 40 years old and at time is inadequate.	9635-1215-5376		/		The Paramics Base Model was calibrated against extensive traffic surveys carried out within the selected study area, again agreed in consultation with the authorities. The observed traffic data around Junction 23 was increased based on all known committed developments and alterations to the highway network within the vicinity to create a reference case. Further details of the Paramics model validation are contained in the <b>Transport-Transport Assessment-Methodology response</b> .
Tractivity 911	Public	Stage 2	10. Any other ideas or comments? Thought needs to be given to traffic leaving Puriton onto A39. This is already difficult at times and an accident lack spot. Further traffic flow will make matters worse.	9669-1215-4993			/	The baseline analysis undertaken as part of the Transport Assessment reviewed the existing two-way traffic flows at Junction 23 for the network peak hours as well as the daily flows (24 hour AADT). The operation of the existing network was examined and analysis indicated that Junction 23 experiences queuing and delay during the PM network peak hour with average queues of greater than ten vehicles during this time.
Tractivity 979	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? A new road from the M5 would negate the need for this	9737-1215-6530		/		Seasonality was considered within the Transport Assessment and 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 there is no seasonality in Bridgwater but the A39 does experience seasonal variation in traffic flows between Bridgwater and Williton, particularly westbound during the midday period. Additional analysis was carried out for Junction 23, as part of the strategic highway network, with the data indicating very little seasonal variation in traffic flows during the course of the day but an increase in traffic flows in summer months during the inter peak hours.
Tractivity 988	Public	Stage 2	10. Any other ideas or comments? Bridgwater road already clogged up	9746-1215-5090			/	Consultees also raised concerns about the impact of the proposal on existing highway safety within the vicinity of the M5 Junction 23.  Personal injury accident (PIA) data was assessed for
Tractivity 1001	Public	Stage 2	10. Any other ideas or comments? Concerned about level of traffic from JCT 23 to the site. Roads to site quite inadequate in present form.	9759-1215-5442			/	
Tractivity 1035	Public	Stage 2	10. Any other ideas or comments? Junction already busy at peak times	9793-1215-4919			/	
Tractivity 1140	Public	Stage 2	10. Any other ideas or comments? Roads cannot cope with more traffic	9898-1215-4984			/	
Tractivity 1155	Public	Stage 2	10. Any other ideas or comments? Once again too much traffic for existing road system	9913-1215-5236			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 62456	Public	Stage 2	10. Any other ideas or comments? Again traffic has to negotiate Bridgwater, further adding to congestion. The NDR road is already at peak capacity at times. Any further traffic will be a nightmare for A39 traffic.	10080-1215-5989			/	a five year period (August 2004 to July 2009) for the links within the vicinity of the M5 Junction 23 site as part of the Transport Appraisal. During this time there were only three serious incidents and no fatalities; most incidents occurred at low speeds at either roundabouts or priority junctions, thereby resulting in lesser injuries. This analysis indicates that there are no inherent safety issues on the sections of highway reviewed.
Highways Agency	Statutory Consultee	Stage 2	Issues are likely to revolve around capacity of the key junctions especially at peak times and the accumulation of slow moving HGVs on the network and their impact on road safety. Until the final trip generation and distribution figures are agreed, the level of impact on the SRN will not be known and therefore appropriate mitigation measures will have to be agreed with the Agency in due course.	89168-1215-10173	/			Further PIA analysis was undertaken for a five and a half year period from January 2005 to June 2010. Incident data was reviewed for the main links, slip roads and junctions of the M5 motorway between Junction 22 and Junction 25 and during the study period 199 incidents occurred, four resulting in fatalities, 19 resulting in serious injuries and the remainder resulting in slight injuries. Of these 199 incidents five occurred at Junction 23, all of which resulted in slight injuries.
Highways Agency	Statutory Consultee	Stage 2	The journey time from M5 J23 to Hinkley Point Power Station is stated as 25 minutes in paragraph 7.3.62 of the Transport Appraisal. A quick check using Google Maps demonstrates that this journey time may be too low and should be nearer 31 minutes.	89169-1215-5086			/	
Sedgemoor District Council and West Somerset Council Joint Council Response	Dual - local authority and consultee with an interest in land (Sedgemoor)	Stage 2	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.	89387-1215-7145	/			The analysis informed the DCO application Road Safety Strategy and concluded; "Whilst some sections of the M5 motorway experience accident rates higher than the national average, the impact of HPC flows on mainline flows will be very small. Therefore it is not considered that any highway safety measures are required as a result of HPC."

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	<p>The Agency provided comments to the initial options presented in July 2009. However, we note that the sites have since been amended and the Agency wishes to reserve its position to make further comments in due course. Since our initial response, Sites 2B and 2C have been partly amalgamated into what is now identified as Site J23-A. The current option is for a site extending to 23ha which is regarded by the applicant as an appropriate location for a combined Park and Ride and freight consolidation centre. Furthermore, it is noted that option J23-B is a new proposal and was not included in the previous set of options. The Agency's comments (attached for completeness) to the former options (incorporating Sites 2B and 2C) focused on the proximity of the sites to Junction 23 of the M5. Therefore, our concerns remain consistent for both Sites J23-A and J23-B should either of the sites generate a level of trips which would detrimentally impact upon the safe and efficient operation of this junction and the flow of traffic on the M5. However, due to the insufficient information provided, we are unable to make detailed comments at this stage.</p> <p>In terms of identifying a preferred option at J23, the Agency requires the findings from the transport modelling be made available in order to ascertain the impact of each of the options. The Agency therefore reserves their position to make further comments at this stage.</p>	88860-1223-13316			/	<p>Consultees requested further detail on the rationale for the site selection near Junction 23 of the M5. Many respondents to the consultation supported the selection of a site near the M5 motorway junction to provide both park and ride and freight management.</p> <p>A gravity model was used to analyse where individuals working on the Hinkley Point C (HPC) Project during the construction phase would be likely to live. The anticipated catchment area was sub-divided into four regions, each being served by a park and ride facility strategically located to intercept EDF Energy employees travelling by road. Locations adjacent to the M5 were seen to be the most appropriate place to locate the two larger park and ride facilities of the four proposed. The proposed park and ride facility at Junction 23 of the M5 is the largest facility proposed and would mainly attract traffic arriving from the North via the M5 motorway as well as intercepting local traffic from the Bridgwater area.</p> <p>The J23 area is also considered as a suitable site for the location of a freight management facility as it is anticipated that a large proportion of freight destined for the HPC development site will be travelling from the north on the M5.</p> <p>At the Stage 1 consultation, EDF Energy identified the "J23-A" search area as a potentially suitable location to accommodate some or all of the following land uses:</p> <ul style="list-style-type: none"> <li>• a park and ride facility to accommodate up to 750 cars; and</li> <li>• a freight consolidation facility for road-borne freight.</li> </ul> <p>Land around Junction 23 was considered an appropriate location for this development given its proximity to the strategic and local highway network, to facilitate the movement of freight and workers to and from the HPC site. The J23-A search area was located directly to the west of the A38 Dunball Roundabout and incorporated the majority of the Junction 23 proposed development site</p> <p>It was felt by some consultees that the information provided during the Stage 1 consultation lacked detail with regard to the proposals for the park and ride facility. The transport strategy at Stage 1 was presented as preliminary work to be informed by ongoing assessments while providing sufficient outline to give stakeholders an understanding of the options and a chance to comment. Subsequent consultation stages have provided more detail to facilitate informed</p>
Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	Detailed traffic impact assessments should be provided (p. 227).	88030-1223-1393	/			
Hallam Land Management	Consultee with an Interest in Land	Stage 1	It is noted that preliminary transport modelling has "identified potential implications of development traffic on the performance of the roundabout at Junction 23 and Dunball Roundabout on the A38 in terms of both highway capacity and safety" (Page 227). However the report does not say what these implications are and simply refers to the need for a full transport assessment to be undertaken in line with established methodologies.	8760-1223-10882	/			
Tractivity 737	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>This does not go nearly far enough. It could incorporate a rail terminus and the start of a new road to Hinkley to take the bulk of construction-related traffic.</p>	9495-1223-6591		/		
Tractivity 844	Public	Stage 2	<p>10. Any other ideas or comments?</p> <p>Whilst a site at Junc 23 may be good in many ways the statement with reference to moving freight outside peak periods should be controlled and not allowed between 11pm and 7am at night through the town on roads to and from Hinkley point.</p>	9602-1223-7279		/		



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 907	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  If these proposals go ahead, exiting Puriton will go from being difficult at times to being nigh impossible. Has anyone given any consideration to Puriton residents getting out of the village onto the A39? I doubt it! As in most of these surveys I expect the decision has already been made and that Puriton residents will have to put with it.	9665-1223-6144			/	responses from stakeholders.  The J23-A search area was identified as EDF Energy's preferred location at the Stage 1 consultation. However, five alternative sites around Junction 23 were also considered but ruled out during the project evolution for being unsuitable with regard to one or more of EDF Energy's three key criteria; size/availability, location and access.
Tractivity 911	Public	Stage 2	10. Any other ideas or comments?  Thought needs to be given to traffic leaving Puriton onto A39. This is already difficult at times and an accident lack spot. Further traffic flow will make matters worse.	9669-1223-4993			/	Amendments were made to the proposals and presented at the Stage 2 consultation, in order to take into account the consultation responses and changing requirements of the HPC Project. At the Stage 2 consultation, the proposed development consisted of a park and ride facility (756 car parking spaces and 16 minibus spaces) and a freight logistics facility (75 HGV parking spaces) to be used during the construction phase of HPC. Supporting facilities included mini-bus and van parking spaces, motorcycle and bicycle parking, a bus terminus, on-site offices, a freight logistics facility building, highways infrastructure and landscaping including spoil mounds.
Tractivity 912	Public	Stage 2	10. Any other ideas or comments?  Good	9670-1223-4772			/	Following the Stage 2 consultation, and again in response to written responses received from statutory consultees, local residents and members of the public, further amendments were made to the masterplan in order to avoid, or mitigate environmental impacts and improve the suitability of the proposed development.
Tractivity 919	Public	Stage 2	10. Any other ideas or comments?  Just complete the eastern bypass and then link in	9677-1223-5046		/		The size of the proposed park and ride facility was increased to 1,300 parking spaces following further analysis of likely requirements. The freight management facility was also increased to 85 spaces to accommodate the projected quantity of materials.
Tractivity 924	Public	Stage 2	10. Any other ideas or comments?  During peak periods leaving the M25 already creates a long traffic jam to enter Bridgwater let alone get through Bridgwater!	9682-1223-5528			/	The freight facility was no longer proposed for consolidation and instead suppliers would be required to consolidate at source. Adjacent to the freight management facility there would be a consolidation facility for use by couriers only in order to reduce transport movements through Bridgwater and Cannington.
Tractivity 934	Public	Stage 2	10. Any other ideas or comments?  Providing buses stick to A roads whenever possible and do not drive through the villages and hamlets.	9692-1223-6121		/		In response to the consultation feedback, the position of the park and ride facility and freight management facility were switched so that the park and ride facility would be on the north side of the site and the freight management facility on the south side, closer to the Bridgwater Business Park.
Tractivity 989	Public	Stage 2	10. Any other ideas or comments?  Should be expanded to take more! Its already in an industrial/business area with good access to M5 (no services causing gridlock like J24) Also has dual carriageway feeder roads unlike site at J24. Also good potential links out to Hinkley.	9747-1223-5024	/			An induction centre was also added to the proposed development to create a secure and accessible facility where workers involved in the construction phase
Tractivity 1013	Public	Stage 2	10. Any other ideas or comments?  This is a perfect position for a park and ride, they can go straight over the new flyover without even going in to Bridgwater.	9771-1223-7004			/	
Tractivity 1052	Public	Stage 2	10. Any other ideas or comments?  Good idea near major road networks.	9810-1223-5646			/	



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Tractivity 1068	Public	Stage 2	10. Any other ideas or comments? It is the best location for the park & ride including the freight consolidation centre	9826-1223-5207			/	would receive induction training.
Tractivity 1073	Public	Stage 2	10. Any other ideas or comments? All park and ride and freight handling facilities should be located here. Dunball Wharf should be used instead of Combwich Wharf. Road access is good and the whole campus should be linked directly to Hinkley Point by a new road as previously described.	9831-1223-6056		/		
Tractivity 1106	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? This should be the only park and ride facility linked to a dedicated bypass route to the Power Station, thus avoiding need to join existing routes which are already over-used.	9864-1223-5635		/		
Tractivity 1137	Public	Stage 2	10. Any other ideas or comments? greenfield site	9895-1223-5086			/	
Tractivity 1156	Public	Stage 2	10. Any other ideas or comments? Surely a park and ride will continue to be needed for Hinkley Point workers once the site is operational? If this does not take place, the traffic in Bridgwater and the A39 will be unsustainable. What is the evidence to support the notion that a park and ride is needed for Bridgwater for non Hinkley Point purposes?	9914-1223-6596		/		
Tractivity 1162	Public	Stage 2	10. Any other ideas or comments? This junction is the obvious start for the new Direct route to Hinkley. , All freight and bussed workers could travel DIRECT from here.	9920-1223-5210		/		
Tractivity 1162	Public	Stage 2	11. Any other ideas or comments? Use of junction 23 should be mandatory.	9920-1223-5929			/	
Tractivity 1163	Public	Stage 2	10. Any other ideas or comments? The roads in and around Bridgwater cannot accommodate these facilities.	9921-1223-6636			/	
Tractivity 1199	Public	Stage 2	10. Any other ideas or comments? Good idea	9957-1223-5602			/	

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Tractivity 1200	Public	Stage 2	10. Any other ideas or comments? The road from J23 to Hinkley goes through parts of Bridgwater and is not suitable for more heavy traffic	9958-1223-4849			/	
Tractivity 1204	Public	Stage 2	10. Any other ideas or comments? This would be a welcome facility due to lack of parking in the town and may encourage more footfall through the town due to this.	9962-1223-4753			/	
Tractivity 286	Public	Stage 1	4. Any other ideas or comments? The current proposals do not address the problem of increased traffic through Bridgwater, and a byopass from J23 of the M5 really should be reconsidered.	8974-1223-903		/		
Tractivity 432	Dual - Consultee with an Interest in Land and 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 M5 junctions should be used as sites for Park and Ride as much traffic travelling to the power station travels these routes. junction 24 picks up Taunton and the south and Jn 23 the north. this would help congestion in Bridgwater	9352-1223-5043			/	
Tractivity 50720	Public	Stage 1	1. Transport and Parking: Doubtless you have found Bridgwater is, at best, a difficult place to go through when heading from the M5, north and south, to the A39; a vital link for Hinkley. Although the issue of park and ride was explained I cannot help but feel that the figures quoted have been well massaged to suit the plan. I think anyone local will tell you that the only sensible transport plan is to establish a new link between the M5 Junction 23 and the current link road between Cannington and Hinkley. Although this would entail a new road and bridge over the Parrett it would solve the majority of your travel problems for both people and goods. Even if it is not in the long term National or County plans at present, effective lobbying by EDF and others should be able to change this. Or, if the bridge option is too expensive a bypass route from Junction 24, past the new housing estates to the Cannington roundabout. Although a longer route probably less controversial than the J23 option and there is almost certainly already a proposed plan with the County Council.	9390-1223-298		/		

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Highways Agency	Statutory Consultee	Stage 1	The Agency's comments (attached for completeness) to the former options (incorporating Sites 2B and 2C) focused on the proximity of the sites to Junction 23 of the M5. Therefore, our concerns remain consistent for both Sites J23-A and J23-B should either of the sites generate a level of trips which would detrimentally impact upon the safe and efficient operation of this junction and the flow of traffic on the M5. However, due to the insufficient information provided, we are unable to make detailed comments at this stage.	88860-1218-13942	/			<p>Consultees were concerned about the cumulative impacts of the Junction 23 site together with additional developments proposed within Bridgwater and requested more clarity on the proposed phasing programme.</p> <p>In accordance with Department for Transport guidance all known committed developments and alterations to the highway network have been discussed with the highway authorities and included in the baseline analysis and forecast modelling.</p>
Tractivity 868	Public	Stage 2	10. Any other ideas or comments?  Bridgwater roads are already congested with traffic.	9626-1218-5583			/	<p>The construction programme for the park and ride facilities has been developed to ensure the cumulative impacts of the construction of the facilities are managed and the sites are operational to respond to the increase in the size of the workforce as the construction programme develops.</p>
Tractivity 1196	Public	Stage 2	10. Any other ideas or comments?  ONLY IF A ROAD GOES DIRECT TO HINKLEY FROM J23. This would be the best location for a park and ride (and accommodation). BUT only if a new direct road is built to the east of B/W. IF only this route had been put in when the present so called NDR road was built many, many problems would have been solved. This present road just 'clogs' at certain times, heaven help us and all the workers trying to get to Hinkley in the future.	9954-1218-7859		/		<p>Until the Junction 23 site becomes operational, Junction 24 would provide 1,300 parking spaces and 140 HGV holding spaces. In addition, a temporary induction centre and temporary postal/courier consolidation facility would be provided at Junction 24.</p>
Tractivity 62469	Public	Stage 2	The Bristol Road is congested enough as it is and lacks few attractive features - the north side of town being the most industrial. Nevertheless, like the Taunton Road, the road itself is a largely residential road and residents put up with enough as it is.	89469-1218-10906			/	<p>Once operational, Junction 23 would accommodate the induction centre and consolidation facility for postal/courier deliveries as well as 1,300 parking spaces and 85 HGV holding spaces. Junction 24 would reduce to 698 parking spaces and 55 HGV holding spaces. The induction centre and postal/courier consolidation facility would be removed from Junction 24.</p>
Hallam Land Management	Consultee with an Interest in Land	Stage 2	There is no systematic assessment of the cumulative impact of the Bridgwater-A and Bridgwater-C and park and ride proposals, alongside the North East Bridgwater proposals, to make sure that the North East Bridgwater proposals in their entirety are not compromised or negatively impacted upon in any way.	89454-1218-2994	/			<p>The assessment of cumulative impacts is detailed within the <b>Environmental Statement (Transport Chapter)</b>.</p>
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.	89387-1218-11192	/			

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Highways Agency	Statutory Consultee	Stage 1	In terms of identifying a preferred option at J23, the Agency requires the findings from the transport modelling be made available in order to ascertain the impact of each of the options. The Agency therefore reserves their position to make further comments at this time	88860-1222-14473			/	The full set of documents, including detailed designs, will be provided as part of this Development Consent Order application.  The <b>Transport - Other - Graphical Material</b> topic response addresses consultee comments about graphical material in relation to transport

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Highways Agency	Statutory Consultee	Stage 1	The Agency's main concern is the potential impact on the SRN of the two proposed construction worker Park & Ride sites and a freight consolidation centre proposed, which are in close proximity to Junctions 23 and 24 of the M5.	88860-1217-8388			/	Consultation comments indicated that there was concern about the safe and efficient operation of the Strategic Road Network and the impacts that the proposed development could have upon the surrounding area, particularly during the peak hours.
Highways Agency	Statutory Consultee	Stage 1	<p>The Agency acknowledges that Junction 23 has been identified as potentially suitable for the accommodation of some/all of the following:</p> <ul style="list-style-type: none"> <li>- a park and ride facility to accommodate up to 750 cars; and</li> <li>- a freight consolidation facility for road-borne freight.</li> </ul> <p>The Agency provided comments to the initial options presented in July 2009. However, we note that the sites have since been amended and the Agency wishes to reserve its position to make further comments in due course. Since our initial response, Sites 2B and 2C have been partly amalgamated into what is now identified as Site J23-A. The current option is for a site extending to 23ha which is regarded by the applicant as an appropriate location for a combined Park and Ride and freight consolidation centre. Furthermore, it is noted that option J23-B is a new proposal and was not included in the previous set of options. The Agency's comments (attached for completeness) to the former options (incorporating Sites 2B and 2C) focused on the proximity of the sites to Junction 23 of the M5. Therefore, our concerns remain consistent for both Sites J23-A and J23-B should either of the sites generate a level of trips which would detrimentally impact upon the safe and efficient operation of this junction and the flow of traffic on the M5. However, due to the insufficient information provided, we are unable to make detailed comments at this stage.</p>	88860-1217-13050	/			<p>It has been agreed with the authorities (Highways Agency; Somerset County Council; Sedgmoor District Council and West Somerset District Council) that the appropriate tool to use to assess the traffic impact of Hinkley Point C (HPC) is a Paramics microsimulation model. This model simulates the movement of traffic on a network and gives an indication of journey times and queues at junctions and has been utilised to inform the Transport Assessment submitted with this application for development consent.</p> <p>The modelled network included within the Paramics model included M5 junctions 23 and 24; the Bridgwater road network and Cannington.</p> <p>The model was used to test the HPC development traffic impact in comparison to reference case traffic flows (future year traffic flows including committed development and highway improvements) for the assessment years of 2013, 2016 and 2020. From this analysis a package of mitigation measures were developed to ensure that the operation of the highway network would not be compromised. Further details are contained under the 'Mitigation' heading of this response.</p>
Highways Agency	Statutory Consultee	Stage 1	In terms of the construction period for the employee accommodation, it is noted that this is due to commence in 2011. The Agency seeks further clarification as to any potential cumulative impact with the development proposed at J23, J24 and the wider Cannington proposals.	88860-1217-18194	/			The traffic analysis, detailed within the Transport Assessment, indicates that for 2016 (peak construction) traffic flows would increase on the main routes from Junction 23 and 24 to HPC. Overall, the highway improvement package would increase capacity in Bridgwater and with regards to delay the improvements mitigate the impact of HPC traffic. During the key network peak hours the mitigation measures would lead to an improvement in average speeds according to the results of the statistical analysis. Junction performance was also assessed and it was concluded that there would be an improvement in queuing at Junction 23 based on the comparison of the reference case against the with-development case (including mitigation measures).
Highways Agency	Statutory Consultee	Stage 1	<p>The three site options proposed for potential Park and Ride / freight centre sites are all located to the west of Junction 23 of the M5 at a distance of approximately 500m, The Agency's main concerns with regards to these sites coming forward for either of the uses proposed are:</p> <ul style="list-style-type: none"> <li>- The potential resultant impact on the capacity of Junction 23 ;</li> <li>- The potential queue lengths associated with such development at this junction; and</li> <li>- How these could impede the safe and efficient operation of both the junction and the flow of traffic on the M5,</li> </ul>	88880-1217-7842	/			<p>Consultees expressed concerns about the size of the proposed Junction 23 park and ride facility and</p>

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Somerset County Council	Dual - Local Authority, Statutory Consultee and Consultee with an Interest in Land	Stage 1	1.67. The potential adverse impacts of the P&R site on J23 and Dunball roundabout and J24 is noted.	88030-1217-1293			/	<p>requested further information with regards to the expected demand. Following the Stage 2 consultation, a review of the peak construction workforce profile resulted in a 12% increase (5,000 to 5,600) in the estimated number of workers. This, combined with revised estimations of where the workforce would live, indicated that the proposed development would have the greatest demand for use hence the number of spaces was increased from 772 to 1,300. The increased size of the facility also reflects the desirability of having some margin of error to account for uncertainties in the demand for park and ride facilities.</p> <p>The number of parking spaces has been informed by analysis of the worker settlement clusters within the catchment of the site and their propensity to car share. Further detail is contained in the Transport Assessment.</p>
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Pending the making available of the conclusions already drawn and the further studies to be completed, Hallam Land is not able to comment in more detail at this stage save to seek to ensure that throughout the construction phase both Dunball Roundabout and Junction 23 must be seen to continue to provide appropriate capacity for all predicted movements including those of committed developments such as at North Bridgwater.	8760-1217-11319	/			
Tractivity 874	Public	Stage 2	10. Any other ideas or comments?  Again. the traffic problems referred to in previous sections. Workers and HGVs would need to reach destination of Hinkley.	9632-1217-6607			/	
Tractivity 889	Public	Stage 2	10. Any other ideas or comments?  See previous comment about traffic through Bridgwater	9647-1217-5769			/	
Tractivity 907	Public	Stage 2	10. Any other ideas or comments?  With all of the other developments being planned in this area, this proposal will only add to the present difficulty in exiting Puriton onto the A39 at Junction 23/M5. With the volume of traffic that this proposal will generate I can foresee gridlock at certain times between the Silver Fish Junction and Junction 23/M5. Its bad enough at certain times now before any of these developments have commenced, (continued Box 13)	9665-1217-4740			/	
Tractivity 942	Public	Stage 2	10. Any other ideas or comments?  This will gridlock the industrial estate leading to the NDR road and then in tern the NDR road and A39	9700-1217-6101	/			



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Tractivity 950	Public	Stage 2	10. Any other ideas or comments?  This traffic entering Bridgwater at this point will add to the already traffic problems even via the Northern Distributor Rd - new roads need building the A38 and A39 will not cope.	9708-1217-4753			/	
Tractivity 970	Public	Stage 2	10. Any other ideas or comments?  Bridgwater traffic is too busy now, it will only add to the problem.	9728-1217-4767			/	
Tractivity 999	Public	Stage 2	10. Any other ideas or comments?  Have your researchers given you sny comception of what ?peak periods? mean? IMPACT ON TRAFFIC FOR LOCALS WILL BE DISASTROUS AND UNAVVOIDABLE. I FOR ONE HAVE NO DESIRE TO SEE j23 ANY MORE OF AN OBSTACLE THAN IT ALREADY IS.	9757-1217-5257			/	
Tractivity 1001	Public	Stage 2	10. Any other ideas or comments?  Concerned about level of traffic from JCT 23 to the site. Roads to site quite inadequate in present form.	9759-1217-5442			/	
Tractivity 1013	Public	Stage 2	10. Any other ideas or comments?  This is a perfect position for a park and ride, they can go straight over the new flyover without even going in to Bridgwater.	9771-1217-7004			/	
Tractivity 1037	Public	Stage 2	10. Any other ideas or comments?  These facilities would be constructed on a greenfield site - wrong!. If built the sites should revert to greenfield sites. These suggestions put too much pressure on J23 - freight would be transported to the facility, presumably along the M5 and then the depot - workers would be driving to the park and ride facility in their cars. Movements from Dunball to hinkley will place additional pressure on traffic accessing Bridgwater from the north along the A38, much of which is a single carriageway road. I was quoted 150 HGV movements a day at one of the presentations. What is defined as ?outside peak periods?? The park and ride movements will be dictated by shift patterns, the freight movements by road. This also needs to be put in the context of other considerable developments planned for land to the NEA Bridgwater.	9795-1217-6496			/	

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Tractivity 1037	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I am not opposed to nuclear power and construction of Hinkley c but I consider EDF are making too many demands in the Dunball/Puriton/J23 area. 1) The Park and Ride and freight logistics facility at Dunball, using greenfield sites and increasing traffic. 2) The National Grid/ Hinkley C Connection Project involving a new overhead line of much larger pylons. 3) EDF Energy Renewables decision to submit a planning application for wind turbines in the same landscapes as the large pylons required to distribute the power generated at Hinkley C.	9795-1217-8300			/	
Tractivity 1043	Public	Stage 2	10. Any other ideas or comments?  The exit off the motorway at Junction 23 is one of the busiest in this area, for general use, holiday traffic, to Glastonbury etc. more cars coming in to a park and ride would be a hazard and restrict even more the traffic into Bridgwater.	9801-1217-6559			/	
Tractivity 1069	Public	Stage 2	10. Any other ideas or comments?  Again it will not ease congestion on existing roads. Bridgwater does not need a park and ride facility. Everyone I know avoids going there. The supermarkets have their own parking. Very little else is left in the town.	9827-1217-5960			/	
Tractivity 1118	Public	Stage 2	10. Any other ideas or comments?  VERY CONCERNED  ALSO CONCERNED GENERALLY RE THE TRAFFIC IMPACT WHICH WILL MAKE IT DIFFICULT FOR LOCAL PEOPLE TO GET TO WORK & SCHOOL & FOR THOSE WORKING LOCALLY [EG TEACHERS ] TO GET TO WORK  WE COULD LOSE KEY PEOPLE WHO WILL MOVE AWAY	9876-1217-5666			/	
Tractivity 1140	Public	Stage 2	10. Any other ideas or comments?  Roads cannot cope with more traffic	9898-1217-4984			/	
Tractivity 1142	Public	Stage 2	10. Any other ideas or comments?  This will be needed as no Bridgwater by pass on offer. Need to reduce the traffic somehow	9900-1217-6666	/			

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Tractivity 1145	Public	Stage 2	5. Any other ideas or comments?  I cannot see how this would work. Bridgewater is already a bottleneck. the whole area between Junctions 23 and 24 and Hinckley would become gridlocked.	9903-1217-2682			/	
Tractivity 1174	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments?  All of this traffic will travel through Bridgewater if no alternative route is built.	9932-1217-5978			/	
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments?  All this traffic will have to travel through Bridgewater if no alternative road system is built. ?Outside Peak Periods? should be strictly adhered to!	9933-1217-7343			/	
Tractivity 1188	Public	Stage 2	10. Any other ideas or comments?  This is a major junction used by tourists from the north for Exmoor area (in spite of J25 being the recommended holiday route). Any additional major vehicle movements at J23 will cause considerable overload on the roads leading to the A39	9946-1217-5835			/	
Tractivity 1194	Public	Stage 2	10. Any other ideas or comments?  Anything that would make it easier for local people to go about their work would be welcome. The population is growing; all the services are stretched. Parking is a great problem in Stogursey, already (See answer 7)	9952-1217-6879			/	
Tractivity 1215	Public	Stage 2	10. Any other ideas or comments?  Have you ever experienced traffic at Junction 23? This and the non local workers in residence would result in gridlock.	9973-1217-5388			/	
Tractivity 1265	Public	Stage 2 Update	I am concerned about the expanded park and ride facilities at Junction 23 of the M5, and in particular, their impact on pedestrians and cyclists.	89531-1217-78			/	

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Tractivity 1293	Public	Stage 2 Update	I'm very concerned to see the increase in parking spaces at Junction 23, from 700 to over 1400. Why have these particular goal posts been moved? You don't have to be a genius to work out that this means ever increasing volumes of traffic using the A39, not just at certain times of the day; but at most times of the day. Puriton will become ?an unable to get out of village.? In my opinion I dont think Puriton (unlike Cannington) have done enough to make sure that residents concerns have ben championed enough, unless Im the only person in the village who does care!	89559-1217-570			/	
Tractivity 1295	Public	Stage 2 Update	Location of workers away from site together with the increase in parking spaces fro cars and HGV?s off the M5 will increase the road traffic on the trunk roads and motorway on an already congested routes - especially in holiday periods.  Congestion and disruption to people outside the constructin area will be seriously impacted. We have experience of developments affecting M5 traffic at junction 22. The proposals for junction 23 may require a significant development.	89561-1217-1111			/	
Tractivity 1373	Public	Stage 2 Update	J23 not having freight consolidation will lead to increase traffic.	89639-1217-1441			/	
Tractivity 299	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?  7c- Option 1 I would keep traffic off the B/W side of J23 but worried about effect on local traffic.	8987-1217-2949			/	
Tractivity 361	Public	Stage 1	7. Do you think it would benefit the local community for these park and ride facilities to continue to operate once construction is complete and, if so, on which sites?  Yes at Cannington, junction 24 and junction 23	9049-1217-2651		/		
Tractivity 62456	Public	Stage 2	10. Any other ideas or comments?  Again traffic has to negotiate Bridgwater, further adding to congestion. The NDR road is already at peak capacity at times. Any further traffic will be a nightmare for A39 traffic.	10080-1217-5989			/	

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Wembdon Parish Council	Statutory Consultee	Stage 2	<p>A cornerstone of the EDF transport strategy, to mitigate congestion on the A39, is the provision of park and ride facilities, however, with the vast majority of the labour force now being based in Bridgwater, these facilities will be of little benefit to the flow of traffic on the A39 as the car based travellers from Bridgwater (now the great majority) will, by preference, travel to the Cannington park and ride rather than travel back "out of town" to the Jn23 or Jn24 park and ride facilities, only to travel back through the town again to travel to Hinkley Point.</p> <p>This will have the effect of increasing traffic movements on the A39.</p>	10236-1217-1448			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	- Detail to justify the number of spaces and therefore expected vehicle trips to the site should be provided. It is noted in the Environmental Assessment Vol. 3 Chapter 6.3.45 that "there are no UK Power Station land use trip rates available to determine the likely trip generation of the construction and operational phases of the HPC Project." Therefore the data used has been used from previous developments in France, and its applicability is questioned without available further evidence.	89203-1217-1364	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Similarly, at M5 J23, we are concerned about the short links between J23 and Dunball Roundabout. The inter-linkages between junctions needs to be assessed and reported on to ensure queuing and stacking does not occur.	89222-1217-12560			/	
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	1. The presumption appears to be that the great majority of home-based workers living outside the immediate area (i.e. Bridgwater and surrounding communities) will drive to the P&R sites and particularly to the sites adjacent to M5 Junctions 23 and 24. This has an adverse impact on the SRN and the operation of the two junctions and the local road links to the P&R sites.	89227-1217-3960			/	
Hallam Land Management	Consultee with an Interest in Land	Stage 2	So far as Junction 23 is concerned the North East Bridgwater development includes a Regional Distribution Centre for Wm Morrisons PLC. This will involve a significant number of HGV movements to Junction 23 throughout the day.	89455-1217-5070			/	

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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 capacity assessment is provided therefore no assessment of residual effects can be made.	89387-1217-11068	/			
Highways Agency	statutory consultee	Stage 2 Update	2.8 The Associated Development Construction document indicates that construction of the facilities at M5 Junction 23 and Junction 24 will occur at the same time. EDF Energy will need to demonstrate to the Agency that the construction of these facilities in parallel will not cause detrimental impact to the SRN. Detailed negotiations will be required with the Agency along with the agreement of appropriate traffic management schemes to ensure the safety and free-flow of traffic on the SRN is not affected by the construction proposals. Furthermore, EDF Energy will need to liaise with the Agency to agree the timing of the construction works at Junction 23 and Junction 24 for the Associated Development sites to ensure that these works do not conflict with other Agency and third party highway works on the SRN.	89837-1217-5534	/			
Highways Agency	statutory consultee	Stage 2 Update	3.22 The Agency also objects to the provision of 120 parking spaces at Junction 23 associated with the Induction facility. The consultation documentation does not include any justification for the 120 spaces and nor do we have any information as to the steps EDF Energy has / will be taking to manage the traffic demand associated with the Induction Centre.	89839-1217-1741	/			
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.106 It is unclear what the induction centre will involve in transport terms. This has not been mentioned in previous consultations nor is it assessed in Stage 2a.	89847-1217-10174			/	
Somerset County Council	Dual - local authority, statutory and consultee with an interest in land	Stage 2 Update	2.107 It is unclear how the existing adopted section of highway that will no longer be required as the fourth arm to the roundabout will be treated.  2.108 It is unclear how the existing premises will interact with the HPC traffic and how will this impact on the adopted highway network	89847-1217-10342	/			



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	10. Any other ideas or comments?  Junction 23 is a very busy entry/exit from M5. Will your park & ride scheme there make this area even busier/riskier for motorists?	9487-21-4859			/	
Tractivity 1265	Public	Stage 2 Update	I am concerned about the expanded park and ride facilities at Junction 23 of the M5, and in particular, their impact on pedestrians and cyclists. The route from the M5 junction and the park and ride lies within my village, Puriton, and people cycle and walk within this area. You say that you are working with Somerset County Council to enhance cycling facilities -- who is being consulted in this? You say improvements will be ?within the highway boundaries?. Do you mean on-road cycle lanes? They have been proven to be more dangerous for cyclists that cycling on the road.  The impact on cyclists of the route from the park and ride through Bridgwater will extend far beyond the immediate area of the park and ride, as vehicles will take the Bristol Road as far as The Drove, and much of that road is two-lane and very dangerous for cyclists already, without the extra traffic.	89531-21-78		/		
Tractivity 1037	Public	Stage 2	13. Please let us have your overall views on our proposals and any other general comments in the box below  I am not opposed to nuclear power and construction of Hinkley c but I consider EDF are making too many demands in the Dunball/Puriton/J23 area. 1) The Park and Ride and freight logistics facility at Dunball, using greenfield sites and increasing traffic. 2) The National Grid/ Hinkley C Connection Project involving a new overhead line of much larger pylons.	9795-226-8300			/	
Highways Agency	Statutory Consultee	Stage 2	3.98 M5 J23 freight logistics and park and ride facility is within Flood Zone 3, however, should the defences fail in breach, then Hazard Mapping rates this site as 'danger for most'. The implication in this scenario is that freight and traffic heading to this site, will probably U-turn back along the A38 link road back to J23. The impact of this traffic movement will need to be considered and mitigated.	89174-41-1144	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1150	Public	Stage 2	<p>5. Any other ideas or comments?</p> <p>The areas affected buy traffic is huge and the roads cannot currently cope now, let alone with the this huge influ/.It will make Bridgwater a no go area.</p> <p>Park and rides are not acceptable as they will be using up land that will never go back to its original state.Park and ride willl also cause disruption to those living buy them.Saying that wont happen due to the way shifts are planned it not in any way an an acceptable diversion from chaos. Using junc 23 as a park and ride then add morrison's traffic and associated traffic with that development and chaos is what we will have. Junc 23 gets very clogged and one minor hold up and the whole of bridgwater/bristol road gets clogged for hours and thats currently too!</p> <p>Bridges ? that wont solve it either junction 23 cannot cope with such traffic even with both bridges.</p> <p>Leave us with a park and ride? well unless you need a mobile phone shop no one will bother so park and ride will be useless</p>	9908-41-2395			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	In reviewing the potential legacy of Site J23-B, the Agency understands that the applicant is considering opportunities for either the continuation of a Park and Ride to serve Bridgwater as a whole and/or for part of the site to be developed for employment use. The Agency accepts that the site did previously benefit from a planning consent for 5,000 sqm of employment development. However, in the case of the associated development options proposed, the Agency is providing comments based on the temporary nature of the use. In considering potential legacies, we would seek to be involved in discussions at the earliest opportunity. Furthermore, we would expect any long-term use to be subject to a new planning application which will be supported by a robust TA and TP at this point in the future, which should be produced in accordance with the Circular 02/2007 (i.e. post construction and completion of the nuclear plant). It may be appropriate for the Agency to recommend a condition which requires the land use to be reverted to its original use once the construction period and temporary planning consent has lapsed.	88860-1216-14749			/	<p>Consultees expressed concerns about the methodology used to assess the development impacts as detailed at the Stage 2 consultation.</p> <p>The assessment detailed within the Transport Appraisal at the Stage 2 consultation 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 this stage 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 that has been submitted with this application for development consent confirms that extensive discussions took place with the highway authorities on the method by which the impact of Hinkley Point C (HPC) on the highway network should be assessed. The criteria to be assessed, such as journey times on specific routes, queuing at junctions and overall network statistics, were agreed. 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 Junction 23 Environmental Statement.</p>
Tractivity 1186	Public	Stage 2	10. Any other ideas or comments?  In principle, this is a good choice, but should be done in conjunction with a dedicated road from the facility directly to the site, crossing the river north of Bridgwater. you should justify your proposals.	9944-1216-6470			/	<p>Consultees requested that Road Safety Audits be undertaken. Independent safety audits have been carried out in preparing this Development Consent Order application. The Transport Assessment contains the chapter on Highway Safety.</p>
Tractivity 1269	Public	Stage 2 Update	We want EDF to build a haul road from junction 23 M5 directly to Hinkley Point.	89535-1216-1123			/	<p>Consultees requested further clarity on the assessment of receptor sensitivity specific to Junction 23.</p>
Tractivity 1269	Public	Stage 2 Update	Q6 What are your views on the proposed changes to our main site plans?  Build your own haul road from M5 Junction 23 and we will all be happy.	89535-1216-1398			/	<p>Sensitivity criteria has been established following the Institute of Environmental Management and Assessment (IEMA) Guidelines.</p> <p>A desktop exercise augmented by a number of site visits has been undertaken to identify the sensitive receptors in the study area. All road links within the study area have been assessed and assigned sensitivity. Recognising the quantity of road links within the study area, for ease of review the assessment narratives have focused on the road links that will lead to highest impact. The Environmental Statement provides detail of the receptor sensitivity analysis undertaken.</p>
Highways Agency	Statutory Consultee	Stage 2	3.16 At present there is no contingency plan in place should the SRN junctions 23 or 24 become unavailable, for example, if there is an incident on the circulating carriageway of the junction which blocks the movement of traffic.  3.17 There are no junction capacity assessments included within the Transport Appraisal. The Agency requires capacity assessments to be provided within the Transport Assessment in accordance with Circular 02/2007 'Planning and the strategic road network' and the DfT 'Guidance on Transport Assessments'.	89168-1216-9111			/	<p>The <b>Transport - Transport Assessment - Methodology</b> topic response provides further information and addresses consultee comments raised about wider methodology issues related to</p>
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	It is stated that HGV freight will be channelled through one of the logistic facilities at M5 J23 or J24. It is assumed that 75% of freight HGVs will enter the model from M5 north (zone 20) and 25% from M5 south (zone 25). This traffic will then be split 65% to J23 facility and 35% to the J24 facility and then from the facility it will travel on to HPC. It is not clear whether these HGVs will stop at a logistics facility on the return leg of their journey (however, from the matrices it appears that this is the case).	89236-1216-5060			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Hallam Land Management	Consultee with an Interest in Land	Stage 2	The Transport Assessment for EDF must demonstrate that such traffic movements accommodated within the North East Bridgwater development will not be detrimentally affected by the Park and Ride proposals. It is noted that preliminary transport modelling "identified potential implications of development traffic on the performance of the roundabout at Junction 23 and Dunball Roundabout on the A38 in terms of both highway capacity and safety" (Page 227). However the report does not say what these implications are and simply refers to the need for a full transport assessment to be undertaken in line with established methodologies.	89455-1216-5299	/			transport.
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 Access need to comply with Highways standards Update August 2010 It has been noted that the assessment methodology is totally inadequate and no reliance can be placed on the assessment of impacts or their significance.	89329-1216-3489	/			
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. Both these criteria could apply to the J23 site.	89387-1216-7941			/	
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. At Junction 23 the A38 Dunball Roundabout and M5 Junction 23 are both assessed as "moderate" in terms of receptor sensitivity, though on what basis is not stated.	89387-1216-8482	/			
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 of the preliminary works phase or the operational phase. The Guidance specifically requires all phases to be considered.	89387-1216-8765	/			

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 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. This will particularly apply to the early morning and late evening periods.	89387-1216-8911	/			
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 is totally inadequate and no reliance can be placed on the assessment of impacts or their significance.	89387-1216-9367	/			
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.	89387-1216-10218	/			
Highways Agency	statutory consultee	Stage 2 Update	2.7 Plans for the design of the Associated Development sites at M5 Junction 23 and Junction 24 are provided in the Draft Overview of Associated Development Construction document also forming part of the consultation. The plans provided are too small for the Agency to provide any comments in relation to design and as such we request 1:500 scaled plans to be issued to us in order that we can provide some feedback. The Agency also requests the Associated Development sites at Junction 23 and Junction 24 are included in the PARAMICS modelling work to be undertaken so that the Agency might have confidence that the design of the sites and associated traffic movements will not impact on the adjacent SRN network.	89837-1216-4817			/	
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	Nevertheless, SDC cannot fully comment on the proposal until a robust and detailed transport strategy is provided,	89875-1216-3837			/	

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
WSC & SDC Joint Response	Dual - local authority and consultee with an interest in land (Sedgemoor only)	Stage 2 Update	The logic for the broad location of the proposed Park & Ride site and freight management facility is understood, but the proposal cannot be supported until a robust and detailed transport strategy is provided,	89893-1216-13848			/	



Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Hallam Land Management	Consultee with an Interest in Land	Stage 1	Pending the making available of the conclusions already drawn and the further studies to be completed, Hallam Land is not able to comment in more detail at this stage save to seek to ensure that throughout the construction phase both Dunball Roundabout and Junction 23 must be seen to continue to provide appropriate capacity for all predicted movements including those of committed developments such as at North Bridgwater.	8760-1219-11319	/			<p>Consultees requested further clarity on the mitigation strategy with particular concerns in respect of M5 Junction 23 capacity. Clarity was also requested on any legacy benefits.</p> <p>EDF Energy remains committed to implementing a comprehensive landscape and ecological mitigation strategy at the site, should development consent be granted. In addition to the built environment, the proposed site incorporates areas to accommodate landscaping and ecological mitigation area, drainage and infrastructure to mitigate the impacts of the proposed development.</p> <p>In terms of transport, a package of junction improvements is proposed for the immediate vicinity of the Junction 23 park and ride site to accommodate the additional traffic movements. The key proposal is to partially signalise the M5 Junction 23 roundabout and would comprise:</p> <ul style="list-style-type: none"> <li>– Minor carriageway widening;</li> <li>– Installation of traffic signals including signal control loops in approach carriageways;</li> <li>– Application of anti-skid coatings, road markings and additional signage; and</li> <li>– Provision of new street lighting to meet standards to be agreed with Somerset County Council (SCC).</li> </ul> <p>These works would also include minor improvements to the lane markings at Dunball Roundabout which would improve links to J23 of the M5, although these do not comprise physical works and therefore are not included as part of this Development Consent Order (DCO) application. Further details of the entire package of highway improvements are contained in the DCO Transport Assessment.</p> <p>Once the proposed development is no longer required to support the construction of the Hinkley Point C (HPC) power station, the site could be restored to its current agricultural use. Alternatively, the site could be retained, in part to allow for future use by third parties. Full details of this are described in the Post-Operational Strategy and <b>Volume 9 of the Environmental Statement</b>.</p> <p>In addition, the package of Highway improvements outlined in this DCO application will continue to provide highway capacity and safety benefits post completion of the HPC project.</p>
Tractivity 809	Public	Stage 2	10. Any other ideas or comments? Although, as mentioned highways needs reviewing.	9567-1219-6647	/			
Tractivity 844	Public	Stage 2	10. Any other ideas or comments? Whilst a site at Junc 23 may be good in many ways the statement with reference to moving freight outside peak periods should be controlled and not allowed between 11pm and 7am at night through the town on roads to and from Hinkley point.	9602-1219-7279		/		
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 preferably 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.	9639-1219-5931		/		
Tractivity 931	Public	Stage 2	10. Any other ideas or comments? Any freight movements should be time constrained not just left open in vague ?outside peak periods?. Local people need to know when they can expect to be able to drive comfortably to Bridgwater and Williton.	9689-1219-5902		/		
Tractivity 931	Public	Stage 2	11. Any other ideas or comments? Same comments as for 10.	9689-1219-6693			/	
Tractivity 947	Public	Stage 2	11. Any other ideas or comments? Much better to go to Junction 23. The traffic into Bridgwater from Junction 24 already has long queues at peak times. Any increase in traffic could create gridlock.	9705-1219-6068			/	
Tractivity 986	Public	Stage 2	10. Any other ideas or comments? This idea sounds reasonable but more thought is needed. If EDF provided Bridgwater with a legacy of good facilities which would mean a more secure economic future, the park and ride would be useful. if not, it would be a waste of time.	9744-1219-8478		/		

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Tractivity 1037	Public	Stage 2	10. Any other ideas or comments? These facilities would be constructed on a greenfield site - wrong!. If built the sites should revert to greenfield sites. These suggestions put too much pressure on J23 - freight would be transported to the facility, presumably along the M5 and then the depot - workers would be driving to the park and ride facility in their cars. Movements from Dunball to hinkley will place additional pressure on traffic accessing Bridgwater from the north along the A38, much of which is a single carriageway road. I was quoted 150 HGV movements a day at one of the presentations. What is defined as ?outside peak periods?? The park and ride movements will be dictated by shift patterns, the freight movements by road. This also needs to be put in the context of other considerable developments planned for land to the NEA Bridgwater.	9795-1219-6496			/	<p>Consultees raised concerns about contingency plans for road closures associated with road traffic incidents.</p> <p>In the event of a major incident resulting in a road block, HPC buses would be held back at the park and ride sites to minimise their impact upon the accident related congestion. The holding capacity of the freight management facility, in the event of an incident, would be sufficient to absorb approximately three hours of the peak daily traffic. This should be adequate to deal with most incidents and disruptions and allows time to communicate to upstream vehicles to hold at their origin or existing truck stops until further notice. Buses and HGVs already on-site would be held on site in accordance with the site procedures following an incident.</p>
Tractivity 1069	Public	Stage 2	10. Any other ideas or comments? Again it will not ease congestion on existing roads. Bridgwater does not need a park and ride facility. Everyone I know avoids going there. The supermarkets have their own parking. Very little else is left in the town.	9827-1219-5960			/	
Tractivity 1091	Public	Stage 2	10. Any other ideas or comments? J23 seems to be under used in the overall plans. A solution to a vast amount of problems would be to create the bypass, a direct route from here to the HPC site. If possible accommodation could be placed nearby, in the style of a hotel, which could be used for this purpose after HPC completion. Workers could then have close links to the M5 and this bypass would serve traffic coming from Bristol/London etc - cutting out all congestion problems in Bridgwater and the outlying villages.	9849-1219-11974		/		
Tractivity 1142	Public	Stage 2	10. Any other ideas or comments? This will be needed as no Bridgwater by pass on offer. Need to reduce the traffic somehow	9900-1219-6666			/	
Tractivity 1174	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? All of this traffic will travel through Bridgwater if no alternative route is built.	9932-1219-5978			/	
Tractivity 1175	Dual - Consultee with an Interest in Land and Public	Stage 2	10. Any other ideas or comments? All this traffic will have to travel through Bridgwater if no alternative road system is built. ?Outside Peak Periods? should be strictly adhered to!	9933-1219-7343			/	

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	10. Any other ideas or comments? In principle, this is a good choice, but should be done in conjunction with a dedicated road from the facility directly to the site, crossing the river north of Bridgwater. you should justify your proposals.	9944-1219-6470		/		
Highways Agency	Statutory Consultee	Stage 2	3.98 M5 J23 freight logistics and park and ride facility is within Flood Zone 3, however, should the defences fail in breach, then Hazard Mapping rates this site as 'danger for most'. The implication in this scenario is that freight and traffic heading to this site, will probably U-turn back along the A38 link road back to J23. The impact of this traffic movement will need to be considered and mitigated.	89174-1219-1144			/	
Highways Agency	Statutory Consultee	Stage 2	Paragraph 10.7.1 notes that some mitigation measures are required at or close to M5 J23 including: – Signalisation of the southbound off-slip; – Signalisation of the A39 eastbound approach; and – Amended signing so that two lanes on the northbound A39 approach to the Dunball roundabout can turn right.	89174-1219-4713			/	
Highways Agency	Statutory Consultee	Stage 2	At present, there is insufficient information provided to enable the Agency to make any constructive comments on these suggestions.	89174-1219-5034	/			
Somerset County Council	Dual - local authority, statutory consultee and consultee with an interest in land	Stage 2	Buses from the two M5 P&R sites, the two residential campuses and the bus and rail stations could be used to connect most residential areas in Bridgwater with the HPC development site.	89227-1219-5101			/	
Tractivity 63240	Consultee with an Interest in Land	Stage 2	10.1 The Estate considers that the plan should provide a reasonable option and approach subject to the provision of suitable highway links between the motorway junction and the site and the reduction of impacts on both Bridgwater and Cannington.	89444-1219-513		/		
Hallam Land Management	Consultee with an Interest in Land	Stage 2	The proposals must ensure that appropriate improvements are put in place to the strategic highway network in the vicinity of Junction 23 and elsewhere on the Bridgwater transport network, so that committed developments such as North East Bridgwater are not negatively affected. This will include consideration of the potential for additional traffic through the North East Bridgwater development and the need for mitigation measures. This consideration is not evident to date, must be explicit and feed into the planning obligation that will be required of EDF.	89455-1219-6303	/			

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 for transport effects. The validity of this cannot be tested due to the fundamental flaws in the assessment.	89387-1219-10678	/			
Burnham & Highbridge Town Council	statutory consultee	Stage 2 Update	The Preferred Proposals plan the number of parking spaces for workers has risen from 772 to 1,300 at junction 23, a great deal of these additional spaces could be found at Isleport. Junction 23 will also bear the brunt of additional traffic to the New Hospital, a new Tesco store in the town centre and 2000 new homes and industrial park at the NE Bridgwater development, and other developments.	89747-1219-1213	/			

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	<p>The Agency acknowledges that Junction 23 has been identified as potentially suitable for the accommodation of some/all of the following:</p> <ul style="list-style-type: none"> <li>- a park and ride facility to accommodate up to 750 cars; and</li> <li>- a freight consolidation facility for road-borne freight.</li> </ul> <p>The Agency provided comments to the initial options presented in July 2009. However, we note that the sites have since been amended and the Agency wishes to reserve its position to make further comments in due course. Since our initial response, Sites 2B and 2C have been partly amalgamated into what is now identified as Site J23-A. The current option is for a site extending to 23ha which is regarded by the applicant as an appropriate location for a combined Park and Ride and freight consolidation centre. Furthermore, it is noted that option J23-B is a new proposal and was not included in the previous set of options. The Agency's comments (attached for completeness) to the former options (incorporating Sites 2B and 2C) focused on the proximity of the sites to Junction 23 of the M5. Therefore, our concerns remain consistent for both Sites J23-A and J23-B should either of the sites generate a level of trips which would detrimentally impact upon the safe and efficient operation of this junction and the flow of traffic on the M5. However, due to the insufficient information provided, we are unable to make detailed comments at this stage.</p>	88860-1220-13050	/			<p>Consultees requested further clarity on how the use of the Junction 23 park and ride facility would be monitored.</p> <p>The application Framework Travel Plan defines, in an integrated approach, how the transport demand created by the Hinkley Point C (HPC) project would be managed.</p> <p>The Framework Travel Plan would incorporate a Workplace Travel Plan for the construction of the HPC Development Site (to include Preliminary Works), referred to as the HPC Construction Site Travel Plan;</p> <p>The HPC Construction Site Travel Plan would include the following elements:</p> <ul style="list-style-type: none"> <li>• HPC Construction Targets (Action Plan and Aim Targets) in relation to mode shift from baseline mode share;</li> <li>• Management Structure;</li> <li>• Travel Plan measures associated with the journey to work and work associated trips;</li> <li>• Site specific measures - identification of appropriate measures to be implemented for each of the sites;</li> <li>• Remedial measures and enforcement of targets;</li> <li>• Monitoring and Review; and</li> <li>• An Action Plan which sets out the measures to be applied throughout the duration of the construction period at the HPC Development Site.</li> </ul> <p>Monitoring surveys would be undertaken each year thereafter until the construction phase is complete.</p> <p>Key performance indicators could include the following:</p> <ul style="list-style-type: none"> <li>• traffic generation (Automatic Traffic Count and multi modal counts);</li> <li>• car occupancy at park and ride facilities (park and ride monitoring);</li> <li>• car share (car share database);</li> <li>• bus patronage (smartcard) ;</li> <li>• cycle parking utilisation (on-going monitoring by the Transport Manager); and</li> <li>• walking (annual survey).</li> </ul>
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.	89387-1220-11336	/			<p>Monitoring surveys would be undertaken each year thereafter until the construction phase is complete.</p> <p>Key performance indicators could include the following:</p> <ul style="list-style-type: none"> <li>• traffic generation (Automatic Traffic Count and multi modal counts);</li> <li>• car occupancy at park and ride facilities (park and ride monitoring);</li> <li>• car share (car share database);</li> <li>• bus patronage (smartcard) ;</li> <li>• cycle parking utilisation (on-going monitoring by the Transport Manager); and</li> <li>• walking (annual survey).</li> </ul>

Respondent Reference	Respondent Type	Consultation Stage	Comment	Comment ID	Change	No Change	Noted	EDF Energy Response (Begins at first page of Topic)
Highways Agency	Statutory Consultee	Stage 1	In terms of identifying a preferred option at J23, the Agency requires the findings from the transport modelling be made available in order to ascertain the impact of each of the options. The Agency therefore reserves their position to make further comments at this stage.	88860-1221-14473	/			<p>The travel demand for the induction centre has been included in the Transport Assessment for the Hinkley Point C (HPC) project. 2013 demand has been assigned to Junction 24 park and ride site and 2016 demand to Junction 23 park and ride site. A separate work place travel plan is to be produced for the induction centre.</p> <p>The <b>Transport - Other - Documentation</b> topic response addresses consultee comments raised about wider documentation issues related to transport.</p>