

## APPENDIX 2: BRB Stage 1 Consultation Main Document Questions

	<b>Main Development Site</b>
	<i>We believe that these are the key environmental considerations that should be taken into account as we develop our proposals for the Bradwell B Project but we would like to know if you agree with this interpretation and if there are any other matters we should consider. [Page 43]</i>
	Response:
	The main environmental context of the main site listed in paragraph 3.2.1 would benefit from explicitly including a reference to local residents and communities rather than incorporating comment under other headings. Broadly however the headings highlight the key environmental considerations that need to inform the contextual analysis of the site. At this early stage of consultation there is an absence of evidence and supporting information to enable the Councils to provide detailed comment. It is acknowledged that BRB will be undertaking detailed assessments in due course and a formal Environmental Assessment will be prepared. The Councils will welcome engagement with BRB as detailed baseline assessments for the main site are prepared.
	<i>Safety, efficiency and other technical considerations will inform the preferred proposal for key elements of the main development site masterplan and therefore there is limited ability for these choices to be influenced by consultation. However, we are interested in your views on our initial design process and the emerging design principles that we will use to determine the location and design of these components. [Page 51]</i>
	Response:
	The Stage 1 Consultation provides inadequate information for the Councils to provide comment on BRB's initial design process. It is considered that BRB's emerging design proposals need further refinement in both how the design principles are address together with a method establishing how these will be measured and improved through development. The Councils ask that the design approach be informed by the National Infrastructure Commission design principles.
	<i>We are interested in your views on the information that has informed our understanding of the main development site and the local area, which is shaping our current thinking. [Page 65]</i>
	Response:
	At this early stage of consultation there is an absence of evidence and supporting information to enable the Councils to provide detailed comment. It is acknowledged that BRB will be undertaking detailed assessments in due course and this will provide a firmer basis for design decisions. The Councils will welcome engagement with BRB as detailed baseline assessments for the main site are prepared.
	<i>We welcome your feedback on the design principles described above and if there are any other matters that we should consider. [Page 75]</i>
	Response:
	It is considered that BRB's emerging design proposals need further refinement in both how the design principles are address together with a method establishing how these will be measured and improved through development. The Councils ask that the design approach be informed by the National Infrastructure Commission design principles.

<b>2</b>	<b>Transport</b>
	<i>We welcome your feedback on the six search areas described above and invite suggestions for sites within or around them that meet the functional and operational requirements for the park and ride facilities. [Page 103]</i>
	Response:
	<p>The Councils consider a well-developed transport strategy covering all aspects of the movement of both people and goods to be essential for the management of the project. Once the strategy has been developed it can provide the framework necessary for further assessment of more specific transport options and define modelling requirements necessary to inform the selection of suitably located P&amp;R sites including design, capacity and constraints on the highway network.</p> <p>Moving forward, there will be a need to consider how bus services will serve the Bradwell B site from the surrounding settlements as well as from Park and Ride sites, involving early approaches to bus companies who are best situated to provide these new services. Services should be up and running for the construction phase to transport construction workers from accommodation to the construction site. Bus stop locations will need to be identified on the basis of need and this could be part of the development of the Strategic Route development work.</p> <p>The six broad search areas are largely located beyond defined settlements and are subject to policies of development restraint. The planning justification for the development would therefore need to be evidence based and at the Stage 1 Consultation does not provide adequate information for detailed comments to be made at this stage.</p> <p>Detailed assessments of potential sites' environmental constraints will also need to inform the selection of sites. The Councils will welcome engagement with BRB as detailed baseline assessments for the Associated Development sites are prepared.</p>
	<i>We would welcome your views on whether we have identified the right search areas for Freight Management Facilities and invite suggestions for sites within or around them that meet the characteristics described above. [Page 107]</i>
	Response:
	<p>The Councils consider a well-developed transport strategy covering all aspects of the movement of both people and goods to be essential for the management of the project. Once the strategy has been developed it can provide the framework necessary for further assessment of more specific transport options and define modelling requirements necessary to inform the selection of suitably located freight management facilities including design, capacity and constraints on the highway network.</p> <p>The three broad search areas for Freight Management Facilities are also located beyond defined settlements and are subject to policies of development restraint. The planning justification for the development would therefore need to be evidence based and at the Stage 1 Consultation does not provide adequate information for detailed comments to be made at this stage.</p> <p>Detailed assessments of sites' environmental constraints will also need to inform the selection of sites. The Councils will welcome engagement with BRB as detailed baseline assessments for the Associated Development sites are prepared.</p>

	<i>Do you have views on the proposed options for intervention along strategic route 1 in the western section described above. In particular do you have any views on the option to bypass Latchingdon as an alternative to upgrading/improving the existing road through the village? [Page 115]</i>
	<i>Do you have views on the proposed options for intervention along Strategic Route 1 in the eastern section described above. In particular do you have any views on the option to bypass Mayland and Steeple as an alternative to upgrading/improving the existing road through the villages, and in the case of Steeple potentially delivering localised highway realignment? [Page 116]</i>
	<i>Do you have any views on the proposed options for intervention along Strategic Route 1 in the Bradwell section described above? [Page 118]</i>
	<i>Do you have any views on the proposed options for intervention along Strategic Route 2 in the western section described above? In particular we would welcome your views on the options presented as alternatives to use of the existing improved/ upgraded road? [Page 119]</i>
	<i>Do you have any views on the proposed options for intervention along Strategic Route 2 in the eastern section described above? In particular we would welcome your views comparing the three off-line new road options (Eastern Section Options 1-3) that connect back into Route 1 at Maldon Road or ways in which they could be improved. [Page 122]</i>
	<b>Response:</b>
	<p>The Stage 1 Consultation does not provide sufficient information for detailed comments to be made at this stage.</p> <p>The Councils consider a well-developed transport strategy covering all aspects of the movement of both people and goods to be essential for the management of the project. Once the strategy has been developed it can provide the framework necessary for further assessment of more specific transport options including highway traffic modelling to inform the route selection and suitability of highway proposals. The potential advantages and disadvantages of bypasses and other highway interventions will need to be assessed in detail once sufficient information is available. Whilst the well-developed integrated transport strategy must come first, MDC supports in principle highway proposals based upon the Strategic Route 1 (Blue route) within the Maldon District, including consideration of the proposed bypasses.</p> <p>Once the Strategic Route(s) have been identified, the opportunity to develop facilities for sustainable modes of transport must be taken in order that the routes are as attractive to alternative transport, particularly to cycles and bus use. Any bus stops must be fully accessible and provide in some cases interchange facilities where cyclists in particular can leave their cycles securely parked and use the buses serving that particular stop. There must be the facility somewhere on these routes to provide electric vehicle charging points to give potential users the confidence to use electric vehicles.</p> <p>The Councils will welcome discussions going forward to ensure a beneficial legacy for the area.</p>
	<b>Jobs and People</b>
	<i>Do you have any views on our selection principles for Project- provided accommodation? Is there anything else that you think should be considered? [Page 132]</i>
	<b>Response:</b>
	The environmental considerations identified for the comparison of the sites proposals are only broadly described and will need to be supported by detailed evidence and assessment. The magnitude and significance of any constraint could then be assessed to inform the relative

	advantages and disadvantages of the shortlisted sites. The Councils will welcome detailed discussions on the location of project provided accommodation going forward.
	<i>We would welcome your views on whether we have identified the right search area and potential sites for a temporary workforce campus or whether improvements to these could be made. [Page 134]</i>
	Response:
	The functional benefits of having a temporary workforce campus close to the construction site is recognised but at this early stage there has not been sufficient environmental information provided to enable detailed comment on the suitability of the search areas identified. The Councils will welcome detailed discussions going forward.
	<i>We would welcome your views on the two scenarios and the zoning diagram that have been presented and whether improvements to these arrangements could be made. [Page 137]</i>
	Response:
	The Councils consider that further environmental information is required to ascertain the suitability of the sites before detailed comments are provided on the two scenarios presented in the Stage 1 Consultation. The Councils will welcome detailed discussions going forward.