

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
171	Traffic, access and modelling	Considers the bridge at Village Road is in the wrong place as concern journey times to Yeovil will increase, as considers users will have to travel to Taunton and back around.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
172	Traffic, access and modelling	Concerned about the proposals for Village road to be diverted via a bridge across the A358 as considered this would link Ashill and increase traffic through Hatch Beauchamp creating a dangerous environment with the opportunities for more accidents.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
173	Traffic, access and modelling	Concerned village traffic will increase due to it being the preferred North-bound alternative route.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
174	Traffic, access and modelling	Considers Village road unsuitable to take any increased local traffic and suggests surveys are conducted which would highlight this.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
175	Traffic, access and modelling	Object to proposals for Village Road to be diverted over a bridge as considers Hatch Beauchamp to be too small to manage traffic increases. Highlights that the traffic problems lie close to Henlade not in this area.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
176	Traffic, access and modelling	Objection to proposals for Village Road to be diverted via a bridge across the A358. Concern raised the proposed routing from Hatch Beauchamp through Hatch Green and then over the proposed new expressway to Ashill and then onto the new Ashill junction is likely to create a lot of local traffic going to and from Ilminster from villages affected by the proposed junction closures. Highlights that currently traffic travels on the existing A358 and turns off either into Ashill or into Hatch Green or into Stewley so the level of traffic is split among these different minor routes. Highlights that Hatch Green and Hatch Beauchamp have a lot of roadside parking and some businesses which will reduce the width of the carriageway and produce bottlenecks if traffic volume increases as a consequence of these plans.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
177	Traffic, access and modelling	Disagrees wit the proposals for Village Road to be diverted via a bridge across the A358 as considers the bridge will result in Hatch Beauchamp becoming the main road to bypass the A358	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
178	Traffic, access and modelling	Concern that the proposals for Village Road to be diverted via a bridge across the A358 will have detrimental impacts on Hatch Beauchamp including increased traffic and increased congestion	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	
179	Traffic, access and modelling	Highlights Village Road is very narrow from Hatch Beauchamp with little place for passing by, considers it is unsuitable for increased traffic use.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
180	Traffic, access and modelling	Objects to the proposals for Village Road to be diverted via a bridge, as considers this would increase traffic through local villages such as Hatch Beauchamp. Suggests this could be overcome by retaining slip road access and the existing junction. Concerned the flyover will link into a narrow rural country lane towards Bickenhall which is unsuitable for increased traffic and liable to flooding.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every two minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to</p>	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as a rat-run between the A358 and south Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p> <p>Passing places have been incorporated into the proposed design along Haydon Lane and Broadway Street. The design includes some localised widening of Stoke Road.</p> <p>The data used for the traffic modelling process has not come from the 2019 traffic survey carried out at Bickenhall Lane. The traffic data for local roads was collected in 2017.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
181	Traffic, access and modelling	Objects to proposals for Village Road to be diverted via a bridge across the A358. Highlights that a lot of traffic coming south from Taunton and the M5 go up to the Blackdown Hills Village, and that properties use Bickenhall Lane. Concern that with proposals traffic will have to come off at Mattock's Tree Green and go through Hatch Beauchamp.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads, although with some seeing very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>An assessment of the change in traffic flows on local roads has been carried out between forecast scenarios with the scheme and without the scheme in consultation with Somerset Council, and the scheme includes mitigation measures on some of the local road network where traffic flows are forecast to change significantly. This review has also looked at infrastructure concerns flagged through the consultation process to incorporate upgrades targeted at increasing resilience in the case of flooding or similar problems.</p> <p>At Hatch Beauchamp the traffic flows are predicted to change by approximately 250 vehicles per day two-way, or 30 vehicles per hour during peak periods. This is the equivalent of one vehicle every two minutes during the peaks, which is unlikely to be a noticeable difference from the existing situation. The majority of these trips are expected to come from Hatch Beauchamp and Hatch Green, having had their routes changed slightly by the scheme, and therefore are people local to the villages being affected.</p> <p>This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>Feedback during the 2021 A358 statutory consultation expressing concern about the predicted rise in traffic flow using Ash Road resulted in a design change. This was a realignment of Ash Road to discourage the use of Ash Road as a rat-run between the A358 and south Taunton.</p> <p>The modelling of the new proposed A358 scheme design suggests that there will be no notable change in the traffic flow using Ash Road or going through Stoke St Mary, Thurlbear or West Hatch with the proposed A358 scheme in place (a change of less than 250 vehicles per direction on a weekday in 2031).</p>	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Passing places have been incorporated into the proposed design along Haydon Lane and Broadway Street. The design includes some localised widening of Stoke Road.</p> <p>The data used for the traffic modelling process has not come from the 2019 traffic survey carried out at Bickenhall Lane. The traffic data for local roads was collected in 2017.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
182	Traffic, access and modelling	Disagrees with the proposals as considers traffic must pass through villages of Ashill or Hatch Beauchamp which has the effect of making both villages through routes and consequences for safety, noise and pollution.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
183	Traffic, access and modelling	Rejects proposals for new crossing at Village Road as it would push traffic onto smaller roads and villages such as Hatch Beauchamp and Ashill	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
184	Traffic, access and modelling	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers this will encourage people visiting the area to use these roads to avoid using the main road, causing gridlock	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
185	Traffic, access and modelling	Concerned that any traffic looking to access new Mattock's Tree Green or Ashill junction will have to pass through either Hatch Beauchamp or Ashill. Suggests that these villages are not designed for through traffic and request a bypass.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
186	Traffic, access and modelling	Objects to proposals for Village Road to be diverted via a bridge across the A358. Concern raised that by having no access roads that come off of the main A358 means if there is an accident or incident there is no means of diverting traffic until Thornfalcon or Ashill / Rapps.	The dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic.	N/A
187	Traffic, access and modelling	Suggestion to maintain local access to Ilminster. Concern expressed that the Village Road bridge would cause visual and noise impacts.	<p>The Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties.</p> <p>Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2) assesses and reports on noise and vibration impacts. Where is possible to do so mitigation measures are implemented to avoid/minimise impacts on the local character and visual amenity. This includes consideration of highways and structures design, environmental earthworks, acoustic barriers, planting, and hedgerow improvements. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3 Environmental Statement Figures). The scheme will include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of bunds and noise fence barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).</p>	N/A
188	Traffic, access and modelling	Disagrees with the proposals for Village Road to be diverted via a bridge across the A358 as considers this section of the scheme should not be dualled and therefore a bridge is not needed if local access is maintained	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>National Highways acknowledges comments that the Village Road section should not be dualled. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
189	Traffic, access and modelling	Considers the bridge at Village Road necessary as Staple Fitzpaine road is currently unsuitable for a heavier traffic load due to a narrow old bridge and 3 streams that tend to flood and undermine the lane. Notes the lane from New Road to Paddock's is narrow and has several pinch points and sharp bends. Concerned that SCC cannot afford new road signs and suggests NH extends its brief to include strengthening and repairs to this lane to ensure the national scheme is not a detriment to the local people. Supports proposals for two bridges to ensure the load is lessened on Bickenhall Lane and Staple Fitzpaine Lane.	<p>The proposed Village Road bridge would maintain local connectivity across the A358 and improve safety by removing potential interactions between road users on the existing A358 and the adjoining local roads. It would be part of the off line cycle route and would connect Hatch Beauchamp to Ashill road and Ashill junction.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through</p>	No

Appendix Table 5.11 Summary of matters raised in relation to Q3b of the feedback questionnaire in relation to proposals for Village Road to be diverted via a bridge across the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.</p>	
190	Walking, Cycling and Horse-riders	Supports the proposal for Village Road to be diverted via a bridge across the A358 as it will be good for cyclists and other non-motorised users to have a bridge connecting Staple Fitzpaine area to the eastern side of the A358.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
191	Walking, Cycling and Horse-riders	Supports proposals as improves links for cyclists.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
192	Walking, Cycling and Horse-riders	Supports the footpath across the A358 that the bridge would provide.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	No
193	Walking, Cycling and Horse-riders	Objects to proposals as considers it will cause problems for cars and cyclists.	<p>Throughout the development of the scheme, one of our aims is to enhance access for walkers, cyclists and horse-riders who use the route. The scheme would provide an offline cycle route that would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys. It connects from Henlade to Southfields roundabout on the local road network and Sustrans national cycle network and includes new off-road routes.</p> <p>Safety of cyclists is a key factor in the choice of offline cycle route, taking into account the existing/forecast speeds and volume of road traffic.</p>	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Alternatives to the scheme	Consider the Capland Lane link should be no more than a single lane in keeping with the existing lane. It would prevent severance of Capland Lane residents from the village of Hatch Beauchamp and provide a flood free route to Village Road.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
2	Alternatives to the scheme	Consider the link is also needed to provide access to Capland Orchard Farm and as an alternative path for bridleway T14/25 that is the current WCH link.	<p>Proposals for walkers, cyclists and horse-riders and improved connections as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4, Appendix 2.1, Annex F).</p> <p>As detailed in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2), the scheme includes a number of elements that either ensure continued access for walking, cycling and horse-riding, or bring improvements in terms of current accessibility and severance. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) identifies the public rights of way (PRoW) that would be affected by the scheme and includes numerous proposals that seek to improve accessibility and connectivity across the PRoW network. In summary this includes:</p> <ul style="list-style-type: none"> · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided <p>These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.</p>	N/A
3	Alternatives to the scheme	Suggests that although a preference for the link road (option 1) has been expressed, it would be preferred that the section between Mattock's Tree Green and Southfields was left untouched and the money instead spent on improving the Ilminster bypass.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	N/A
4	Alternatives to the scheme	Notes money would be better spent on improving the Ilminster bypass and leaving section 3 untouched.	<p>The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030).</p> <p>In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030)</p>	N/A

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			will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
5	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires a flyover across the roundabout for the A303 carriageway.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	No
6	Alternatives to the scheme	Objection to all the proposals at Capland, as it is considered that any improvements in this area should be treated as a separate development.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
7	Alternatives to the scheme	Suggests focus should be put on reducing speed limits rather than the provision of a dual carriageway and increasing the speed limit as considers this will increase congestion.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
8	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering</p>	No

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			<p>the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	
9	Climate	No options for Capland supported. Highlights that transportation is energy intensive and that there is a need to respond to the climate emergency declaration made by Central Government and to avoid reaching an environmental crisis.	<p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	N/A
10	Consultation	Suggests there are no pages 18 to 21 on the consultation booklet.	<p>National Highways appologises for any confusion caused by the numbering of the consultation booklet. The page references provided in the questionnaire are correct and do relate to the information intended to be referenced. Any confusion may have arisen due to the digital pdf being in A3 booklet form, and therefore the digital auto numbering provided by the pdf processor not reflecting that on the page.</p> <p>As set out in the Statement of Community Consultation (SoCC) (Document Reference 5.2, Appendix 4.4) and SoCC Addendum (Document Reference 5.2, Appendix 4.4) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them.</p> <p>National Highways provided a range of activities throughout the consultation period including in-person events, webinars and webchats, to ensure the consultation was accessible and ensure it was easy for people to view proposals and ask questions of the team and were on hand to take questions relating to the feedback questionnaire.</p>	N/A
11	Consultation	Considers it difficult to identify the different options presented in the consultation materials	<p>Consultation Report Chapters 4 and 7 (Document Reference 5.1) sets out the documents that were made available and where during the consultation.</p> <p>The level of information was appropriate for the nature of this Nationally Significant Infrastructure Project, and acknowledging the range of interests in the scheme, provided both technical and non-technical summaries of key documents to help all groups of people get involved and have their say.</p> <p>National Highways also provided a range of activities and feedback mechanisms throughout the consultation</p>	N/A

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			period including in-person events, webinars, webchats, and freephone service to help ensure the consultation and its content was accessible and understandable.	
12	Economics	Supports option 1 at Capland as consider it is the most cost effective choice and there is an enormous amount of flood alleviation	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
13	Economics	Disagrees with all the proposals at Capland as considers there will be a huge expense	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
14	Engineering design	Considers the link road to be cheaper and to avoid the need for a bridge across the A358.	National Highways acknowledges the general support received in relation to the design proposals.	No
15	Engineering design	Suggests the link road (option 1) would prevent the severance of Capland Lane residents from Hatch Beauchamp. Suggests the alternative proposals would not have these benefits and would involve similar costs.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
16	Engineering design	Concern raised that the lanes are very narrow, with very few passing places. Concern the flooding can be very severe, and highlights that it is unknown whether the proposed A358 will affect this further.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p>	No
17	Engineering design	Requests localised flood improvements in the Capland area.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme. However,</p>	No

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			it did identify the requirement for a small area of floodplain compensation to be provided adjacent to the point at which the Fivehead River Main Channel 2 crosses the A358 in the vicinity of Capland.	
18	Engineering design	Requests the provision of flood prevention at Capland.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme. However, it did identify the requirement for a small area of floodplain compensation to be provided adjacent to the point at which the Fivehead River Main Channel 2 crosses the A358 in the vicinity of Capland.</p>	No
19	Engineering design	Requests flood attenuation improvement are included in the proposals at Capland.	<p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme. However, it did identify the requirement for a small area of floodplain compensation to be provided adjacent to the point at which the Fivehead River Main Channel 2 crosses the A358 in the vicinity of Capland.</p>	No
20	Engineering design	Requests that Hatch Beauchamp gain an on/off junction to allow Capland and Stewley traffic to access the A358.	National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.	No
21	Engineering design	Suggests no slip roads are currently located where needed. Requests correctly designed acceleration and deceleration slip-roads are implemented.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	No
22	Engineering design	Requests to make the WCH route a 3.5 M wide single track country lane road	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p>	Yes
23	Engineering design	Supports option 1 at Capland as considers it is better for cyclists	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
24	Engineering design	Suggests a new link road (option 1) would be safer as the existing route (options 2 and 3) are dangerous with no passing areas and high volume of farm traffic.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
25	Engineering design	Considers the link (option 1) is an alternative path for bridleway T14/24, the current WCH link.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage	Yes

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			drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	
26	Engineering design	Supports the link road at Capland as improves links for horse-riders and cyclists.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
27	Engineering design	Suggests Capland link (option 1) should remain a single lane to keep aligned to the existing lane.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past. Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.	No
28	Engineering design	Considers option 1 (link road) to be the best outcome as it will reduce journey times and subsequent carbon emissions, and does not require permission from the Lead Local Flood Authority. Considers that option 3 cannot be chosen because this will not fix any problems.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
29	Engineering design	Considers option 1 and 2 for Capland should both be delivered if possible to reduce flooding to the area.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
30	Engineering design	Supports Option 1 at Capland and considers that the lane proposed within Options 2 and 3 would be very narrow and restrictive and create a long detour for vehicles wishing to access Hatch village.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
31	Engineering design	Support for Option 1 at Capland as it is considered this is the safest and most logical option.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	Yes
32	Engineering design	Support for Option 2 at Capland as it is considered a more logical solution.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
33	Engineering design	Support for Option 2 at Capland as it is considered that this option would be less disruptive for local farmland and create less impact for the landscape.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
34	Engineering design	Support for Option 2 at Capland as it is considered the most logical.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
35	Engineering design	Supports option 2 as considers it is a sensible options to reduce flooding whilst not increasing traffic.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No

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36	Engineering design	Suggests Capland Lane link should be single lane to match the existing lane. Considers Capland Lane link (option 1) would ensure Capland Lane residents are not severed from Hatch Beauchamp and would provide a flood free route to Village Road. Notes the link is also needed to provide access to Capland Orchard Farm as an alternative bridleway path.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p>	No
37	Engineering design	Suggests the link road (option 1) is the best option at Capland provided the road is single track only and therefore does not create permanent disruption to nearby properties and can be achieved without further land grab.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p>	No
38	Engineering design	Support for Option 1 at Capland. Queries whether the new road would be wider and safer than the current roads which are narrow, single track in most places, and subject to flooding.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p>	No
39	Engineering design	Comment that none of the proposed options for Capland are viable. Suggests that an Option 4 should be proposed to retain the existing access from Capland to the A358, without any need for a connecting road or localised flood prevention measures.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p> <p>It is not possible to retain the existing access from Capland onto the A358 due to safety implications of having a direct road access onto a dual carriageway.</p>	No
40	Engineering design	Notes that if the junction is left alone there will be no need for Capland junctions to change.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.</p> <p>It is not possible to retain the existing access from Capland onto the A358 due to safety implications of having a direct road access onto a dual carriageway.</p>	No
41	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.</p>	
42	Engineering design	Considers a link road a sensible option to allow the junction to be closed. Notes that this could be done without dualling the A358.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
43	Engineering design	Supports option 2 at Capland as considers it is the best option	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
44	Engineering design	Supports option 1, link road, as considers it provides the least disruption.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
45	Engineering design	Considers the current A358 to be adequate however considers that dualling the A358 could be an improvement	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
46	Engineering design	Support for Option 1 at Capland as it is considered logical.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
47	Engineering design	Support for proposals for Option 1 at Capland as it is considered the easiest, best and least costly solution.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
48	Engineering design	Supports option 1 (link road), especially in the case that Village Road has access to the A358.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
49	Engineering design	Supports option 1 at Capland as considers the other two options are not viable due to flooding and single track lanes	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No

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50	Engineering design	Support for Option 2 at Capland and considers that it is common sense to improve what we already have.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
51	Engineering design	Suggests the Capland link road is needed if the junction at Village road is modified as proposals describe.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
52	Engineering design	Supports option 1 (link road) at Capland as considers it would provide better road integrity.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
53	Engineering design	Supports option 2 for Capland as consider it to be the best value.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
54	Engineering design	Supports option 2 as considers any option with flood improvements would be good.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
55	Engineering design	Supports the link connection (option 1) as the most practical but highlights that Village Road also floods in the Hatch Green area.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure.</p> <p>The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p>	No
56	Engineering design	Comment that Stock's Lane is very narrow with few passing places. Suggests a connecting bridge at Stewley across to Wood Road would connect Stewley, Radigan and Capland to the service road would avoid the need for the long connection to Ashill Junction.	Earlier stages of the scheme did consider an overbridge with a link to the Ashill Road in the vicinity of Kenny. However, the current arrangement with Stewley Link was found to be more beneficial in terms of access and connectivity, construction, maintenance and cost.	No
57	Engineering design	Suggests proposed new A358 would sever the route from Stewley to Windmill Hill and suggests the need for a bridge.	Earlier stages of the scheme did consider an overbridge with a link to the Ashill Road in the vicinity of Kenny. However, the current arrangement with Stewley Link was found to be more beneficial in terms of access and connectivity, construction, maintenance and cost.	No
58	Engineering design	Objects to the flyovers at Bickenhall Lane and Village Road as suggests they would route traffic from Neroche, West Hatch, Ashill and Staple through Hatch Beauchamp to access the A358. Concerned that an increase in traffic in Hatch Beauchamp defeats the original purpose of the road and despite saving Henlade the proposals would destroy Hatch Beauchamp.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	N/A

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			<p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	
59	Engineering design	Concerned the closure of the Capland access to A358 would leave local hamlets isolated. Suggests a small link road is needed to link the communities of Hatch Beauchamp, Capland and Stewley at the end of Capland Lane.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
60	Engineering design	Comment that residents are generally of the opinion that the road should be closed and the connecting bridleway should be maintained between Village Rd and Capland Lane for horses, cyclists and walkers. Objects to a road link between Village Rd and Capland Lane. Considers it essential that localised flood improvements at the junction of Stocks Lane and Capland Lane, which are not shown on the map, and also along Stocks lane and at Stewley, are put in place as after heavy rain these roads are impassable.	<p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>National Highways are aware of historical instances of flooding along Stocks Lane and Stewley Lane, however these form part of the local road network and would be a matter for Somerset Council as the local highway authority.</p>	No
61	Engineering design	Suggests it would be a viable option if the link road between Capland Lane and Village Road is extended as a link road to meet Stewley link.	The addition of a further link between Capland and Stewley would result in increased land take and further environmental impacts to mitigate. Within a traffic context the scheme would operate adequately without this link and may encourage vehicles to use unsuitable roads to access Ashill junction.	No
62	Engineering design	Considers the existing route and Capland should be retained and no dualling should take place	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
63	Engineering design	States none of the options at Capland are acceptable or justifiable.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
64	Engineering design	Disagrees with all of the Capland options	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
65	Engineering design	Requests option 2 at Capland as considers the A358 should be left as it is	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link	No

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			would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	
66	Engineering design	Considers the proposals at Capland should not be dualled	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	No
67	Engineering design	Suggests upgrading either end of the road and not the middle section, considers this would avoid the need for upgrades at Capland.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No
68	Engineering design	Considers dualling at Capland is unnecessary and is option 1 were to be adopted requests it remain a single track link in keeping with the existing lane.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past. Capland link would connect Village Road (south) and Capland Lane. It is currently proposed that the width of Capland Link is 5.5m, which is slightly narrower than Village Road (south) but wider than Capland Lane, and is considered to provide an appropriate transition between the two roads.	No
69	Environment	Highlights that current local lanes, such as Stocks Lane, Mill Lane down to Palmers Green and Beercrocombe, flood.	National Highways acknowledge the information shared regarding existing flooding. A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	No
70	Environment	Objects to all the options at Capland as concerned about the negative ecological impact from option 1, the negative impact on local rural area and considers that it would be a visual eyesore. Considers there is little congestion currently and dualling is not needed.	The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2). Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.	N/A

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			<p>National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	
71	Environment	Chose option 2 at Capland as it avoids the construction of a new road in a rural area and improves flooding resilience. Highlights that improvements are required for water storage in periods of flood to encourage wildlife to water lagoons	<p>The scheme is based on the route progressed following the Preferred Route Announcement made in June 2019 following public consultations in 2017 and 2018. The alternative options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p> <p>Where suitable wildlife crossing features already exist along the A358, such as underbridges associated with watercourses, these have been replicated/extended to facilitate safe crossing under the new eastbound carriageway. Additional measures have also been incorporated into the scheme to facilitate the safe movement of wildlife. This includes mammal ledges within culverts and underbridges in key locations to encourage mammal passage beneath the scheme even in times of flood.</p>	N/A
72	Environment	Disagrees with all the proposals at Capland as considers it will be damaging to the environment, wildlife and cause pollution	<p>National Highways note the concern over the level of environmental impact potentially arising at Capland as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	No
73	Environment	Supports option 3 on the basis that it provides flooding mitigation measures	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
74	Landscape and visual impacts	Suggests the proposals would increase urbanisation and leave the village vulnerable to development by large developers.	<p>It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>The Environmental Statement Chapter 7 assesses and reports the landscape and visual impacts of the proposed development (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>Environmental Statement Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been</p>	N/A

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			<p>delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the Environmental Statement (Document Reference 6.2).</p> <p>Development of settlements and housing is determined by the local planning authority; current planning policy in Somerset supports the delivery of the A358 Taunton to Southfields to unlock strategic growth in the county. This is also set out in the Case for the Scheme (Document Reference 7.1).</p>	
75	Landscape and visual impacts	Considers option 2 (retain existing route and implement flood defenses) a reasonable compromise between improving the routes resilience and reducing visual and landscape impacts.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
76	Population and human health: community impacts	Concerned about the impact the scheme will have on local properties and farms. Requests measures be taken to alleviate flooding, as closing Capland Lane to the A358 will cause residents to not have access to their properties if flooding occurs.		No
77	Population and human health: community impacts	States the proposals at Capland should not sever local routes for residents and agricultural businesses.	The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	N/A
78	Population and human health: community impacts	Suggests a significant increase in traffic, farm machinery and lorries on narrow village roads is dangerous for residents and would worsen the environment and general quality of life.	<p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.</p> <p>The proposed scheme will have fewer junctions than the existing A358, which in itself contributes to the safety of those travelling along the A358, but it also means that traffic from some local communities around the A358 corridor will travel slightly further along local roads to access the A358.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
79	Population and human health: community impacts	Support for option 1 due to reduced impact on farmland.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
80	Population and human health: health	Disagrees with all the proposals at Capland as considers it will disrupt local villages and communities	<p>National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	No
81	Principle of development	Objects to proposals to change the road at Capland.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
82	Principle of development	Objects to all of the options presented for Capland as they result in urbanisation with no mitigation proposed. Concern that implementing the	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		road scheme impacts the local population and those that work in the area and that each bridge/flyover proposed would contribute to urbanisation.	<p>would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p> <p>It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	
83	Principle of development	Objects to any of the options at Capland as requests to leave the area as it is	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
84	Principle of development	Objects to all Capland options	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
85	Principle of development	States the scheme should be abandoned and considered ideas for flood mitigation should be taken from the dutch	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A
86	Principle of development	Disagrees with the proposals at Capland as considers this section of the A358 should not be dualled.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.</p>	N/A
87	Principle of development	Suggests the scheme is excessive for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2).</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
88	Road drainage and the water environment	Comment that there is insufficient detail to decide on the Capland options, however, highlights that if there is a local flooding problem then this should be dealt with.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	No
89	Road drainage and the water environment	Considers flooding will get worse due to climate change so the scheme should be stopped	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	No
90	Road drainage and the water environment	Supports option 1 at Capland as considers it addresses the issue of flooding, however, considers option 1 would not be needed if Capland Lane remained connected directly to the A358.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes
91	Road drainage and the water environment	Notes that Stock's Lane is subject to regular deep flooding and currently has a depth gauge on the road. Notes how the route is not passable to normal cars during flooding so it is difficult to see how flood alleviation works would provide a solution.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes
92	Road drainage and the water environment	Highlights that Stocks Lane is a single lane, and concern expressed that the proposed options for Capland will only create further flooding.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
93	Road drainage and the water environment	Supports option 1 at Capland as considers it provides the best flood resilience by providing access from both ends of the route	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
94	Road drainage and the water environment	Support for option 1 as it provides an alternate route when flooding occurs	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	Yes
95	Road drainage and the water environment	Support for Option 1 at Capland as this would provide access while avoiding narrow lanes that also flood.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	Yes
96	Road drainage and the water environment	States the flooding at Capland poses a danger to WCH	A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme. The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.	Yes
97	Road drainage and the water environment	Considers flood improvements wouldn't improve the issues at Stocks Lane. Road building will create more flooding.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding. As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.	Yes
98	Road drainage and the water environment	Supports option 2 as considers local flood improvements will benefit the local community and mitigate against local flooding which will be exacerbated due to the road development. Objects to the principle of development.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding. As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.	Yes
99	Road drainage and the water environment	Comments that local flood improvements could be considered, but as part of the whole scheme.	As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.	Yes
100	Road drainage and the water environment	Notes that its sensible to improve flooding measures	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between	Yes

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	
101	Road drainage and the water environment	Supports flood improvements in the area	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
102	Road drainage and the water environment	Highlights that flooding in the area is getting progressively worse and that defenses need improvement to maintain flow of traffic.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
103	Road drainage and the water environment	Supports Option 2 and highlights that improving flood defences is a better option than ignoring the problem and building a new link road.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
104	Road drainage and the water environment	Support for Option 2 as it is considered this would improve local flood issues. Highlights that if these are not addressed, then it only leaves problems for the future and therefore improvements should be undertaken to minimise future disruption.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
105	Road drainage and the water environment	Supports option 2 at Capland as retaining the existing route is considered to be a better solution from an environmental and practical point. Supports the offer to improve flood defences.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
106	Road drainage and the water environment	Agrees with option 2 as they support the prevention of flooding in the area	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
107	Road drainage and the water environment	Supports option 2 as it prevents flooding	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
108	Road drainage and the water environment	Considers flood improvements need to be carried out at Capland such as ditch clearance	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>A Flood Risk Assessment (FRA) has been prepared (Document Reference 6.4, Appendix 13.1) in compliance with the National Planning Policy Framework to assess the potential impact of the scheme on local flood risk and provides a description of mitigation measures to offset any potential changes. The FRA considers flooding from rivers and streams, groundwater, surface water and infrastructure failure. The FRA has been informed by Environment Agency flood risk mapping, British Geological Survey (BGS) groundwater flood mapping and fluvial hydraulic modelling carried out specifically for watercourses affected by the scheme.</p> <p>The FRA has not identified any significant impacts on flood risk as a result of the proposed scheme.</p> <p>Maintenance of ditches along the newly constructed A358 will be the responsibility of National Highways where they form part of the National Highways drainage network. All other existing ditches will continue to be maintained by Somerset Council or via riparian owners, as will the maintenance of newly constructed ditches away from the newly constructed A358.</p>	Yes

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
109	Road drainage and the water environment	Support for Option 2 at Capland. Suggests that There should be a bridleway connection between Village Rd and Capland Lane but no vehicular access. Suggests that flood improvements need to include the stream at the junction of Capland & Stocks Lane in addition to the areas marked on the map on page 21 of the Consultation Booklet.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
110	Road drainage and the water environment	Considers flood prevention will be necessary at Capland	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
111	Road drainage and the water environment	Highlights preference for existing road and the need for flood defences, especially if the road is built.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p> <p>As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.</p>	Yes
112	Road drainage and the water environment	Considers flooding is not a problem at Capland	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes
113	Road drainage and the water environment	Considers option 3 (to not provide local flood improvements) the best proposal for Capland as the flood plain and marshes already mitigate flooding.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes
114	Road drainage and the water environment	Considers there to be four flooding points at Capland rather than the two which have been identified.	<p>At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	Yes

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			As part of the preliminary design, mitigation has been incorporated to ensure no loss of floodplain compensation or restriction to river flows. As a result, no increase in flood risk or water level is predicted as a result of the scheme. Environmental Statement (ES) Chapter 13 Road drainage and the water environment (Document Reference 6.2), outlines an assessment of the effects of the scheme in relation to flood risk.	
115	Safety and road accidents	Support for Option 1 at Capland. Considers that Option 2 would be unsatisfactory. Highlights that these lanes are incredibly narrow, with scarcely enough room for a pedestrian and small car to pass each other without posing a hazard.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	No
116	Safety and road accidents	Considers the village road junction to the A358 should be improved to provide safer access from Capland than the existing junction onto the A358	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	No
117	Safety and road accidents	States that option 1 for Capland would be safer for local traffic.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	No
118	Safety and road accidents	Supports option 1 at Capland as considers it is the most cost effective and considers the choice to re route traffic down Stewley road and then Stocks lane will increase the risk of accidents due to the narrow roads	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	No
119	Safety and road accidents	Support for Option 1 at Capland as it is considered that safety is improved due to replacing same level junctions on the A358.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	No
120	Safety and road accidents	Concern that Capland lane is not suitable for any increase in traffic, as it is a single lane with no passing places. Highlights that vehicles would be required to reverse, putting human and animal safety at risk.	Capland Lane is not forecast to see increases in traffic with the proposed link. The link provided is for resilience reasons rather than to provide for increases in traffic flow.	No
121	Traffic, access and modelling	Supports option 1 at Capland as considers options 2 and 3 will increase traffic flow through narrow lanes which are prone to flood and not suitable for emergency services	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
122	Traffic, access and modelling	States that Stocks Lane is too narrow for farming equipment. Highlights that if option one for Capland is not chosen then this would have an adverse effect on safety and time	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
123	Traffic, access and modelling	Supports Option 1 at Capland subject to this link being suitable in terms of surface water flood risk.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
124	Traffic, access and modelling	Supports option 1 (link road) for Capland as considers it would reduce traffic accessing at A358.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
125	Traffic, access and modelling	Notes the need for Capland lane link road to avoid longer travel distances.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
126	Traffic, access and modelling	Supports the link road at Capland as reduces traffic that would otherwise have to travel via Hatch Green/Harch Beauchamp.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
127	Traffic, access and modelling	Supports option 1 at Capland as considers it provides the best local connections	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
128	Traffic, access and modelling	Support option 1 (link road) at Capland as it will maintain a link between Capland and Hatch Beauchamp.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
129	Traffic, access and modelling	Supports the link road proposal (option 1) as would provide better connectivity to Hatch Beauchamp for the residents of Capland Lane.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
130	Traffic, access and modelling	Supports option 2 at Capland as considers it would make use of existing roads	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
131	Traffic, access and modelling	Considers Capland should not be severed from local routes for residents and agricultural businesses	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
132	Traffic, access and modelling	Supports option 2 at Capland as does not want excess traffic along Ashill Road	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
133	Traffic, access and modelling	Support for Option 1 at Capland as it would reduce severance and traffic flow through Ashill. Suggests that the route should be extended to join the Stewley link to the Ashill junction.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
134	Traffic, access and modelling	Considers all options would put additional traffic through Ashill. Access to the A358 at Stewley should be retained.	<p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. The modelling suggests whilst much of the traffic from Village Road would use the Old A358 through Ashill to access destinations to the south, that a significant amount of traffic from Village Road heads north to access the new A358 sections from Mattock's Tree Green junction.</p> <p>It should also be noted that the dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic.</p>	No
135	Traffic, access and modelling	Disagrees with all the options at Capland as considers they will turn all villages into rat runs.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such</p>	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
136	Traffic, access and modelling	Concerned that the options at Capland will push traffic onto local roads which are inadequate for the volume of traffic	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
137	Traffic, access and modelling	Suggests the proposals will reduce access to the A358 for local villages, instead encouraging traffic flow through Hatch Beauchamp.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
138	Traffic, access and modelling	Concern that additional traffic through narrow lanes such as Stocks Road and Mill Lane would be impractical, and agrees that a link road is essential	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
139	Traffic, access and modelling	Considers Q11 regarding Capland to be not needed as nobody but a local has the knowledge to make an informed decision on this question.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
140	Walking, Cycling and Horse-riders	Suggests a cycle path and bridleway link are needed from Hatch Beauchamp to Capland as the alternative route for cyclists would be a detour of several miles.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	Yes
141	Walking, Cycling and Horse-riders	Support for Option 1 at Capland. Highlights that they cycle around the local lanes and that it is essential to keep the cycle/walkways linked.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	Yes
142	Walking, Cycling and Horse-riders	Supports the link road proposal (option 1) as the existing footpath from village Road towards Capland Lane, when this was the A358, is still present.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	Yes
143	Walking, Cycling and Horse-riders	Highlights the need to retain a Stewley to Bickenhall link for WCH groups.	Cyclists from Stewley to Bickenhall would have a choice of routes: (1) via Capland link and Village Road overbridge (2) via Stewley link, Sunnyside underpass and Ashill link	Yes
144	Walking, Cycling and Horse-riders	Highlights that the footpath between Capland Lane and Village Road needs to be wider for horses	As an outcome of consultation, the scheme now includes Capland link, which would be adopted highway for all users including walkers, cyclists, horse-riders and carriage drivers.	Yes
145	Walking, Cycling and Horse-riders	Concerned that funding for the flood improvement would come from the total fund and therefore detract necessary funding for improving the WCH network. Notes that the Gear Change P16 states that WCH routes must be direct, continuous and serve the journeys that are in demand.	<p>The proposed scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). The scheme is not funded by local councils.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>Gear Change states that the government will ensure new strategic A-road schemes include appropriate provision for cycling. There is a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards laid down, unless it can be shown that there is little or no need for cycling in the particular road scheme. 'New standards' refers to Local Transport Note 1/20 (Local Transport Network 1/20).</p> <p>Future demand for cycling based on the Propensity to Cycle Tool forecasts increased cycling demand on the A358 but more so at the western end of the scheme and less so at the eastern end. Cycling demand across the wider Taunton-Ilminster corridor suggests that investment in cycling infrastructure would be better targeted on the local roads rather than as a parallel route on the scheme.</p> <p>National Highways plans that the scheme would make use of the local road network and new off-road routes to create a cycle route that would run from Henlade to Southfields roundabout. The scheme would serve cyclists in the local communities, giving people the opportunity to get out of their cars and onto bicycles for local journeys.</p> <p>One of the core design principles in Local Transport Network 1/20 is that cycle routes should be direct. From</p>	N/A

Appendix Table 5.1J Summary of matters raised in relation to Q3c of the feedback questionnaire in relation to preference for options at Capland and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>M5 junction 25 to Southfields roundabout, the offline cycle route would be 14.9km, which is longer than a 13.9km parallel route alongside the dual carriageway. Cyclists would also be subject to more stop- starts on the offline cycle route with eight stops compared to six on the mainline. Based on an additional 7% route length and two stops extra stop-starts, the offline cycle route is only marginally less direct than a parallel route. Local Transport Note 1/20 (LTN 1/20) is guidance for all government-funded projects and primarily focused on delivering improvements in an urban environment. In developing the interurban proposals for the A358, National Highways recognises the advice of LTN 1/20 but is unable to meet all its recommendations.</p>	
146	Walking, Cycling and Horse-riders	<p>Opposed to a two way public flyover at Bickenhall Lane as many residents are requesting access for horses, cyclists, walkers and farm vehicles.</p>	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walkers, cyclists and horse-riding users (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction. This will mean that traffic volumes through Hatch Beauchamp will be lower than what they would have been with the 2021 consultation design in place.</p>	Yes

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concerned current proposals will direct traffic through Ashill and subsequently increase pollution in Ashill.	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	N/A
2	Air quality	Disagrees with the proposals between Capland on the western side of the A358 as considers diverting Village Road across the A358 and severing the connection will increase traffic which will result in increased air pollution	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	Yes
3	Alternatives to the scheme	Disagrees with the proposals between Capland and Ashill as considers focus should be on improving access to the local lanes for existing properties	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
4	Alternatives to the scheme	Propose that the existing roads and junction at Stewley Cross remain, and become the eastern extent of the service road. Slip road access from the westbound carriageway onto the service road should be provided at this point. This would enable local traffic from Ilminster heading for Kenny, Wood Road, Folly Drove, Meadow View, Staple Fitzpaine Road, Bickenhall Lane and Hatch Beauchamp to bypass Ashill village.	For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill. Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	Yes
5	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358. Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.	
6	Biodiversity	Concerned proposals for an additional road will take more rural land away and cause problems for wildlife species in the area such as badgers and deer.	<p>The proposals have been informed by extensive ecological surveys which have been assessed in the Environmental Statement (Document Reference 6.2) and National Highways have also sought, in consultation with landowners, to minimise the amount of land, agricultural and otherwise, taken for the scheme.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>A specific requirement on designers and assessors is to minimise the loss of agricultural land and agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). Hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. Details on hedgerow improvements, mitigation and creation are provided in the habitat mitigation strategy, included as Appendix 8.24 of the Environmental Statement (Document Reference 6.4).</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	N/A
7	Climate	Objects to the principle of development. Considers the road cannot be justified given the context of the climate and ecological emergency. Concerned the scheme does not take this emergency seriously or follow environmental science. Suggests the money should be spent on rebuilding nature rather than destroying the countryside.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects</p>	No

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			of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
8	Climate	Concern the scheme will contribute to the breakdown of the climate	<p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	No
9	Construction	Concern the scheme will cause a huge expense and disruption during construction	<p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.</p> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.2, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	N/A
10	Consultation	Neutral response to proposed options for Capland, and considers that local residents should decide this	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
11	Consultation	Requests National Highways consider the issues raised at consultation	<p>As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p> <p>Information on how consultation responses are dealt with is available in the Consultation Report (Document Reference 5.1). Following the 2021 statutory consultation, design changes to the scheme proposals were made and these were published in the 'Responding to feedback from 2021 public consultation' document on</p>	N/A

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			the National Highways website (https://highwaysengland.citizenspace.com/he/a358-taunton-to-southfields-2022-sup-consultation/). These were then consulted on during the 2022 supplementary consultation.	
12	Consultation	Believes that the scheme will go ahead despite opposition	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
13	Consultation	States the proposals between Capland and Ashill on the western side of the A358 are not popular among residents of Hatch Beauchamp and therefore states these residents view should be taken into account	<p>As set out in the main body of the Consultation Report, National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p> <p>National Highways considers that consultation was accurate, robust, had an appropriate reach and allowed sufficient time to provide a response, meeting all the required National Highways standards and requirements of the Planning Act 2008 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.</p> <p>As set out in the Statement of Community Consultation (Document Reference 5.2 Consultation Report Appendices, Appendix 4.4 Published 2021 Statement of Community Consultation) advice was sought from Local Authorities on how to consult appropriately, to ensure stakeholders and the local community were informed of the consultation and had the opportunity to contribute to them.</p> <p>At statutory consultation, National Highways proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.</p>	No
14	Economics	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers there will be a huge expense	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
15	Economics	Disagrees with the proposals between Capland and Ashill as considers it is a poor return of tax-payers funding and makes little economic sense to support the notion that the 4-lane Expressway and 2-Lane local road will enhance the locality.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of the Consultation Report (Document Reference 5.1) for further information.</p> <p>The section between Capland and Ashill is required to provide a continuous high quality and high performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	
16	Engineering design	Objection to the proposals between Capland and Ashill. Considers that there should be any involvement of Village Road or Hatch Beauchamp.	National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	No
17	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.</p>	Yes
18	Engineering design	Suggests it would be preferable for Hatch Beauchamp and Staple Fitzpaine to be directly connected to the new A358 via a new junction at the end of Village Road.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural</p>	No

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			in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	
19	Engineering design	Suggests Ashill junction should be in the Stewley area of the road.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>Traffic modelling indicates that an additional junction east of Hatch Beauchamp with slip roads allowing access to and from Hatch Beauchamp would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits. The addition of these slip roads would present poor value for money and they are therefore not included within the scheme proposals. An additional junction would also have further environmental impacts.</p> <p>The location of Ashill junction is considered to be in the optimum position due to its connections with the Old A358 (Ashill Road) and Rapps Road towards Ilton. It also provides onward connectivity to Broadway and Horton. This is considered preferable to a junction further north in the vicinity of Stewley.</p>	No
20	Engineering design	Considers this is an improved junction layout however queries the quality of the slip way design. Questions what speed drivers will be joining the slip road and what distance they will require to slow down.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.	No
21	Engineering design	Considers the cost of the proposal for creating an enhanced Ashill junction with links to Hatch Beauchamp can be avoided by focussing efforts on improving two bottleneck areas of Henlade and Southfields.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
22	Engineering design	<p>Objects to the proposals between Capland and Ashill on the western side of the A358 and requests that Hatch Beauchamp be given its own junction.</p> <p>Considers Ashill will become a rat run as a result of the proposals and that the proposals would divide the village.</p>	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use an additional junction near Hatch Green would not justify the costs or environmental impacts of it.</p> <p>National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed</p>	No

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			some changes along the Old A358 though Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.	
23	Engineering design	Requests refinement of northbound off slip road at Stewley, defined by Joint Parish Council	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>As such, any intermediate junctions would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of additional junctions also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p> <p>National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendices Table 5.2B, Table 6.4 and Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.</p>	Yes
24	Engineering design	Object to proposals between Capland and Ashill on the western side of the A358. Suggests a simple slip road with access onto A358 would be far more appropriate and less expensive.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
25	Engineering design	Objects to proposals between Capland and Ashill. Suggests that slip roads would be a better solution.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
26	Engineering design	Requests a slip road access from the westbound carriageway onto the service road between Capland and Ashill to enable traffic from Ilminsters to bypass Ashill Village	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
27	Engineering design	Suggests access is provided onto the A358 at Village Road. Requests that on/off access for the Western carriageway at Stewley (end of Wood Road) is retained. Suggests this will prevent traffic diverting through Ashill village to reach Ashill junction.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	Yes

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	
28	Engineering design	Requests on off slip roads between Capland and Ashill on the western side of the A358	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
29	Engineering design	Suggests the existing junction should be improved to allow traffic to join at speed.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	N/A
30	Engineering design	Objects to proposals as considers the existing junction to work well and the proposals to be an over-engineered solution that is costly and would negatively impact local communities, increase traffic and increase journey times.	<p>Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
31	Engineering design	Rejects proposal on the basis that the scheme is a dual carriageway and not an expressway	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p>	No
32	Engineering design	Copied response from 3d) (1) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
33	Engineering design	Supports the statements given in Item 3d) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
34	Engineering design	Supports the community of Parishes proposals that the existing roads and junctions at Stewley Cross remain and become the eastern extent of the service road. Suggests slip road access from the westbound carriageway onto the service road should be provided at this point, enabling local traffic heading to villages from Ilminster to bypass Ashill village. Considers this proposal an important part of an ALARP solution to this section of the scheme.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
35	Engineering design	Supports proposals between Capland and Ashill as considered they would maintain route continuity.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
36	Engineering design	Supports the proposals between Capland and Ashill on the western side of the A358 as considers local routes need to be protected	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
37	Engineering design	Support for proposals between Capland and Ashill as this will re-direct traffic from being forced through Ashill.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
38	Engineering design	Supports option 2 at Capland as considers providing a new route for very few properties benefit would not be cost effective.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
39	Engineering design	Supports proposals between Capland and Ashill as considers them reasonable.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
40	Engineering design	Supports proposals but notes difficulties in visualising the proposals.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
41	Engineering design	Supports the proposals between Capland and Ashill on the western side of the A358 and requests as few changes as possible.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
42	Engineering design	Supports option 1 for the proposals between Capland and Ashill on the western side of the A358 as considers it the best option.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
43	Engineering design	Considers proposals between Capland and Ashill to be a good, balanced approach.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
44	Engineering design	Supports the proposals between Capland and Ashill on the western side of the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
45	Engineering design	Support proposals between Capland and Ashill on the western side of the A358 as it is considered these are logical.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
46	Engineering design	Support for proposals between Capland and Ashill as it is considered that with increasing traffic and destruction of villages with large housing estates and heavier density of traffic, all additional measures to allow safe access	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		to all villages and current planned and future housing estates are necessary.		
47	Engineering design	Considers the layout of proposals appropriate.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
48	Engineering design	Support for proposals between Capland and Ashill as it is considered that this would make sense to maintain local through routes along the A358 corridor. Highlights that this could also be a diversionary facility if A358 is closed or blocked for any reason. Queries whether the new alignment will assume truck road status.	National Highways acknowledges the range of views expressed, including those received in support of the scheme. Following construction of the scheme, the A358 would be a trunk road and managed by National Highways.	No
49	Engineering design	Supports the proposals between Capland and Ashill on the western side of the A358 as considers keeping this road for local traffic could give a safer and more direct cycling route.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
50	Engineering design	Objects to dualling between Capland and Ashill on the western side of the A358 as considers it will increase traffic through local villages	National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity. The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
51	Engineering design	Concerned there are no access points along this section of A358 and local traffic will have to divert into Ashill or Hatch Beauchamp. Requests that alternative routes are considered.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster. Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp. This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). As a result of this, a design change was made after the 2021 A358 statutory consultation. This was a ban on public traffic using Bickenhall Lane overbridge to discourage traffic using Village Road as a route to Mattock's Tree Green junction from villages like Staple Fitzpaine. National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
52	Engineering design	Concerns that the plans provide 'local routes' to run alongside the new A358 but exclude the middle area where the local route is directed through Hatch Beauchamp and then Ashill.	National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change	Yes

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			<p>of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp.</p> <p>This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). As a result of this, a design change was made after the 2021 A358 statutory consultation. This was a ban on public traffic using Bickenhall Lane overbridge to discourage traffic using Village Road as a route to Mattock's Tree Green junction from villages like Staple Fitzpaine.</p> <p>National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
53	Engineering design	Requests improvements are only made from Thornfalcon traffic lights to the next M5 roundabout. Consider the bypass for Henlade and improvements to Southfields roundabout are also needed	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
54	Engineering design	Supports the need for access but suggests the proposals are overwhelming in size.	The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.	Yes
55	Engineering design	Suggests that the proposals would not be required if the design can be replaced with a simple dual carriageway	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised</p>	Yes

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
56	Engineering design	Objects to the proposals between Capland and Ashill on the western side of the A358 as requests a dual carriageway not an expressway	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
57	Engineering design	Considers the proposals over complicated for a scheme that offers little benefit in the area.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
58	Engineering design	Considers the width of the road (the proposed dual carriageway with the existing road running alongside) in these proposals excessive.	The dual carriageway width is the standard minimum width in accordance with the Design Manual for Roads and Bridges.	Yes
59	Engineering design	Supports proposals between Capland and Ashill on the western side of the A358 as these are considered to maintain access for all local residents/businesses.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
60	Engineering design	Agrees with proposals between Capland and Ashill, as these are considered sensible and maintains a good level of access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
61	Engineering design	Considers the proposals the most appropriate options for properties facing onto A358 as they maintain access to the Eastern end of Folly Lane and provide safe local routes between Hatch Beauchamp, Ashill and Staple Fitzpaine.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
62	Engineering design	Objects to proposals to alter the road as considers there to be no traffic issues associated with it. Considers the villages to already be well connected.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
63	Engineering design	Considers there to be no need for the proposed Village Road bridge and is concerned the accompanying concrete and light pollution will ruin the rural village.	<p>The proposed bridge would maintain local connectivity across the A358 and improve safety by removing potential interactions between road users on the existing A358 and the adjoining local roads.</p> <p>Lighting will be limited to the approaches to the Nexus and Southfields roundabouts. The mainline carriageway will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). Assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p>	Yes
64	Engineering design	Comment in relation to proposals between Capland and Ashill that with the current proposals there is no alternative.	The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction).	No
65	Engineering design	Considers proposals between Capland and Ashill on the western side of the A358 are not needed as considers local road connections could be improved instead	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information. National Highways acknowledges support for the scheme excluding the section between Thornfalcon and Southfields. However, that section is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	No

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			<p>The proposed parallel roads aim to connect local villages to the two all-movement junctions (Mattock's Tree Green and Ashill Junction)</p> <p>National Highways acknowledge concerns over existing local roads. The scheme aims at reducing traffic through local towns and villages closing a number of existing accesses in order to avoid rat running. Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.</p>	
66	Engineering design	Objects to the proposals between Capland and Ashill on the western side of the A358 as considers in the A358 is not dualled between Mattock's Hill and Southfield roundabout then these proposals are not needed.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
67	Engineering design	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers the existing A358 is adequate.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
68	Engineering design	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers this section should not be dulled and therefore additional connectivity would not be needed.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	Yes
69	Engineering design	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers this section of the A358 should not be dualled.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.	
70	Engineering design	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as disagrees with all of the proposals at Capland.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	No
71	Engineering design	Suggests there is no need for the bridge if the Stewley link road could be extended on the Hatch Beauchamp side of the A358.	The proposed Village Road bridge would maintain local connectivity across the A358 and improve safety by removing potential interactions between road users on the existing A358 and the adjoining local roads. It would be part of the off line cycle route and would connect Hatch Beauchamp to Ashill road and Ashill junction.	Yes
72	Engineering design	Proposes a segregated cycle track is implemented on the Ashill section of the A358 as the large hill would involve cycling in heavy traffic.	<p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Environmental Statement Appendix 2.1 Annex F Public Right of Way Management Plan (Document Reference 6.4).</p> <p>From Village Road overbridge, the signed cycle route runs through Kenny and Ashill to the Broadway Street link. This is currently a popular cycle route and would continue to be lightly trafficked with the scheme in place. The proposed Ashill link would match the existing carriageway through Ashill and National Highways does not propose to provide any dedicated cycling infrastructure along the Ashill link.</p> <p>Cycling would not be prohibited on the new dual carriageway based on classification, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.</p>	No
73	Engineering design	Objection to proposals between Capland and Ashill unless access to Hatch Beauchamp from Stewley Lodge/Neroche Farm to Hatch Beauchamp without having to go back to the new junction South of Ashill and then to Mattock's Tree Green junction. Suggests a local road from Stewley Lodge to the Staple Fitzpaine road junction. Highlights that currently a lot of local traffic for the Blackdown Hills settlement use the Stewley Lodge junction and raises concern that more traffic will also have to pass through Broadway Village.	<p>With the proposed A358 scheme in place, traffic traveling between Hatch Beauchamp and Stewley Lodge/Neroche Farm can use the proposed Village Road overbridge.</p> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>The traffic modelling forecasts only a small change in traffic include the lanes through Broadway and Horton.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
74	Environment	Concern the proposals between Capland and Ashill on the western side of the A358 will destroy natural habitats	<p>National Highways has undertaken an extensive suite of ecological surveys to inform the Environmental Impact Assessment and identified mitigation measures required to protect wildlife during construction. National Highways has produced an Environmental Statement (Document Reference 6.2) and an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities on the environment, including wildlife, would be managed. This includes species and habitat specific mitigation strategies which detail measures to be taken during both the construction and operational phases of the scheme to protect wildlife.</p> <p>Habitat protection measures are detailed within the EMP; such measures include the establishment of no-</p>	No

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			construction buffer zones around sensitive habitats such as ancient woodlands and veteran trees, installation of tree protection fencing and pollution prevention measures. The translocation of trees, hedgerow and orchids is proposed in key locations within the scheme. These locations and detailed strategies for the successful implementation of the translocations are included within the EMP.	
75	Environment	Concern the proposals between Capland and Ashill on the western side of the A358 will use a considerable amount of farmland	The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
76	Environment	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers it will be damaging to the environment, wildlife, and cause pollution	National Highways note the concern over the level of environmental impact potentially arising between Capland and Ashill as a result of the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
77	Environment	Concern surrounding the environmental impact of the land.	National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
78	Environment	Objects to further disruption of the countryside and environment to fix something that is not broken.	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	No
79	Environment	Disagrees with the proposals between Capland and Ashill as considers the scheme will have a detrimental impact on the locality and considering COP 26 discussions does not make environmental sense to enhance the locality	National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy. National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050. National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate	No

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			assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
80	Landscape and visual impacts	Suggests the proposals would increase urbanisation and leave the village vulnerable to development by large developers.	<p>It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>The Environmental Statement Chapter 7 assesses and reports the landscape and visual impacts of the proposed development (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>Environmental Statement Chapter 15 Assessment of Cumulative Effects (Document Reference 6.2) includes an assessment of the effects of the scheme cumulatively. Any other developments that have already been delivered and are currently operational are considered as part of the environmental baseline within the environmental topic chapters of the Environmental Statement (Document Reference 6.2).</p> <p>Development of settlements and housing is determined by the local planning authority; current planning policy in Somerset supports the delivery of the A358 Taunton to Southfields to unlock strategic growth in the county. This is also set out in the Case for the Scheme (Document Reference 7.1).</p>	N/A
81	Landscape and visual impacts	Concern the scheme will damage the landscape	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
82	Landscape and visual impacts	Considers the scheme to be an eyesore	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
83	Landscape and visual impacts	Suggests installing overtaking sections to the existing road as it would provide the same benefits of the present scheme. Notes it would be the same as the current A303 section and it would not impact the surrounding community regarding increased through flow of traffic. States it would also have a much smaller impact to the environment, as a lot less land would be required for this installation.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-</p>	No

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			<p>quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.</p> <p>The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).</p>	
84	Landscape and visual impacts	Concerned the proposals will waste further countryside.	<p>The scheme only uses land essential for a development of this nature, including the environmental mitigation measures. National Highways proposals have sought to reduce the impact on agricultural land and farm holdings through minimising the amount of agricultural land temporarily and permanently required by the scheme. Agricultural land which is used temporarily is to be restored to a condition suitable for return to its existing land use.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. For example, hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p>	No

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>National Highways has also sought to limit the severance of agricultural holdings which has farmland on both sides of the scheme through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.</p> <p>The assessment relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils and agricultural holdings is provided in Chapter 12 Population and human health (Document Reference 6.2).</p>	
85	Landscape and visual impacts	Considers Village Road bridge not needed and concerned the excessive concrete and light pollution will ruin the rural village.	Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	No
86	Noise and vibration	Disagrees with the proposals between Capland on the western side of the A358 as considers diverting Village Road across the A358 and severing the connection will increase traffic through Hatch Beauchamp and Ashill which will increase noise pollution	<p>Detailed modelling of the spread of noise has been undertaken including Village Road and any connecting roads. The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A
87	Noise and vibration	Concerned current proposals will direct traffic through Ashill and subsequently increase noise levels in Ashill.	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A
88	Noise and vibration	Concern that this will cause noise and disturbance issues to residents	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A
89	Population and human health: business and tourism	Considers that Capland will be cut off and this would be damaging and harmful to businesses.	<p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during statutory consultation. The link</p>	N/A

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			would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past. The Capland link will make it easier for traffic to and from Capland to access the A358 via the Mattock's Tree Green junction or Ashill junction via the Stewley link.	
90	Population and human health: community impacts	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
91	Population and human health: community impacts	Highlights that Ashill is a village with an older population that would be disturbed by the additional traffic passing through the village	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2). The Equality Impact Assessment (Document Reference 7.5) identifies any particular impacts on residents with protected characteristics and reasonable adjustments based on this. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
92	Population and human health: community impacts	Concerned the plan does not take into account the interplay between villages and amenities on each side of the existing A358.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	N/A
93	Population and human health: community impacts	Supports the proposals between Capland and Ashill on the western side of the A358 as considers it would benefit existing residents and provide new connections to the road.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	No
94	Population and human health: community impacts	Considers the risks to safety and general well being will grow from the underestimated baseline National Highways suggests. Concerned that the proposals will undermine advantages provided to the village by the building of Ashill bypass, as a result changing the character of the village.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	N/A
95	Population and human health: community impacts	Concern over local traffic levels through the area	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
96	Population and human health: community impacts	Requests evidence be provided of who will benefit from the scheme.	National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the	No

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.	
97	Principle of development	Considers retaining the existing road as a local route will be unnecessary a new junction can be included at the end of Village Road.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges this comment, however, Village Road will not be provided with a junction on the A358 under the scheme. Traffic modelling of the additional slip roads proposed by the Community of Parishes indicates that they would be very lightly trafficked and would therefore result in benefit to very few users at a cost that would outweigh these benefits.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
98	Principle of development	Considers the proposals excessive to solve the problem with the A358. Highlights that the main congestion problem is the approach to J25 from Henlade and suggests this should be solved with a wider selection of road with more lane options in the last 300m of the approach.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The route is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Somerset County Council completed an improvement scheme at M5 junction 25 in January 2021. This has increased the capacity at the roundabout and its approach arms significantly as the roundabout has been widened from three to four lanes.</p> <p>As part of the A358 Taunton to Southfields Dualling scheme, further enhancements are proposed at M5 junction 25, which would mean it would continue to operate within its capacity. The results of associated traffic modelling for M5 junction 25 are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
99	Principle of development	Concerned about the urbanisation of the rural area and the dualling scheme as a whole.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
100	Principle of development	Object to the proposals between Capland and Ashill and considers that this section of the A358 performs well in its current form without the need for additional, expensive, land grabbing routes for a new dual carriageway and retention of the current road linking Ashill and Hatch Beauchamp.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	
101	Principle of development	Objection to the proposed scheme as it is considered unnecessary / unsupported by locals.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
102	Principle of development	Object to the principle of the new dual carriage way as destroys more farmland.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).</p>	N/A

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
103	Principle of development	Questions why the local population would want the proposed scheme.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).</p>	N/A
104	Principle of development	Comment that they do not see the benefit in changing the section between Capland and Ashill into a dual carriageway as considers that it would not benefit the local surrounding community.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
105	Principle of development	Considers the proposals between Capland and Ashill on the western side of the A358 are not needed as considers people from Ashill can get to Hatch Beauchamp easily using the main road.	The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has	N/A

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	
106	Principle of development	Considers the scheme is over the top and considers the scheme is too expensive and will create more traffic problems	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
107	Principle of development	Objects to proposals to change the road.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
108	Principle of development	Objects to proposals as considers the proposals are not needed and should be left as existing.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
109	Principle of development	Considers the project a waste of public money and raises concern it will result in disruption and environmental damage.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
110	Principle of development	Objection to the proposed scheme as it is considered unnecessary however if it proceeds then addition of connection roads between Capland and Ashill will be important. Considers that preventing access to the dual carriageway would have a huge and expensive impact on this section of the route; and concern raised that at some points there will be eight lanes in place of the existing two, using up valuable agricultural land, impacting on the local environment and causing a large loss in the enjoyment of living in what has always been a rural situation.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Case for the Scheme explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
111	Principle of development	Disagrees with the development as considers it is not needed and there is no need for change	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
112	Principle of development	Objection to proposal as its seen as unrequired	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
113	Principle of development	Objects to the principle of development. Suggests the road should be decommissioned and is saddened that National Highways nor the government has the interests of people at heart. Concerned that public opinions for objection will not be accounted for despite the public being well informed.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction. Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).</p>	N/A
114	Principle of development	Agrees with proposals on the western side of the A358 between Capland and Ashill as considers that it would be a good use of existing infrastructure.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
115	Principle of development	Supports proposals as considers upgrading essential.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
116	Principle of development	Considers the proposals practical and likely to increase communication between the villages West of the new A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
117	Principle of development	Considers the proposed road through Ashill to be better than existing A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
118	Principle of development	Supports the scheme, considers the road improvement is needed.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
119	Principle of development	Considers the connectivity to Ashill necessary but notes it is not the only way to go east onto the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
120	Principle of development	Consider that all of the benefits of the existing Ashill Bypass, will be taken away, negatively changing the whole character of the village.	National Highways recognises the significance and sensitivity of the landscape. The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in Environmental Statement Chapter 7 Landscape and visual effects. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
121	Principle of development	All the advantages provided to the village by the building of the Ashill bypass will be taken away, negatively changing the whole character of the village.	National Highways recognises the significance and sensitivity of the landscape. The Landscape and Visual Assessment (LVIA) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors, as outlined in Environmental Statement Chapter 7 Landscape and visual effects. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	N/A
122	Principle of development	Objects to the principle of the development as feels the locals have not been considered and that the development is for incoming tourists.	<p>National Highways have engaged with local groups, businesses and stakeholders including Somerset Council in relation to the scheme since the options public consultation in 2017 and have sought to keep regular communication with stakeholders.</p> <p>As set out in the Consultatiuon Report (Document Reference 5.1), we informed parishes and local communities of the general timing of consultation activities during Community Forum events and parish council and members briefing sessions. National Highways advertised the consultation period for both statutory and supplementary consultation widely in the local press in addition to engagement with stakeholders, as set out in the Statement of Community Consultation (Appendix 4.4). Consultation has sought to engage with the local community as much as possible to allow them to share their views.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Case for the Scheme explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	N/A
123	Principle of development	Suggests the scheme is excessive for problems that are only experienced during peak times and on a relatively short section of road. Considers the scheme to be a poor use of resources. Concerned by the amount of roads and roundabouts planned and the subsequent impact on the environment, landscape, wildlife and rural communities.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in Chapter 2 The project of the Environmental Statement (Document Reference 6.2). The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
124	Principle of development	Considers dualling is not needed as the area has little existing congestion and the proposals would take too much land, causing ecological impacts.	<p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and show that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The land required for the scheme is the minimum needed to deliver the proposals, as set out in the Statement of Reasons (Document Reference 4.1).</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	N/A
125	Safety and road accidents	States that proposals between Capland and Ashill will create a ratrun through Ashill which would endanger WCH, residents and children walking to school	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes
126	Safety and road accidents	Concerned current proposals will increase the risk of traffic accidents in Ashill as well as reducing safety to primary school children.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p>	
127	Safety and road accidents	<p>Suggests the increased traffic in Ashill poses a severe safety risk on residents. Concern no mitigation has been incorporated despite being and ALARP mandatory requirement.</p>	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes
128	Safety and road accidents	<p>Consider that without the slip road access at Hatch Beauchamp Village Road South and on the western and eastern ends of an extended service road, it is estimated that some 2000+ vehicles a day will be diverted through Ashill village to reach the junction on its eastern boundary. This traffic increase poses a severe safety risk on residents. No mitigation at all has been incorporated. The proposed Stewley Link is inconsequential in reducing this traffic.</p>	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p>	
129	Safety and road accidents	Supports proposals between Capland and Ashill as considers the new road and local roads will be much safer if WCH users and farm vehicles are kept off the main dual carriageway.	<p>National Highways acknowledges the range of views expressed, including those received in support of the scheme.</p> <p>Cycling would not be prohibited on the new dual carriageway based on classification, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.</p>	N/A
130	Safety and road accidents	Concern the scheme will result in increased accidents with children	<p>National Highways has undertaken a collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Because the change in traffic flow forecast to use the local lanes in the vicinity of the A358 with the scheme in place is small, the impacts on safety on these local lanes due to the scheme are also forecast to be small.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
131	Safety and road accidents	Disagrees with the proposals between Capland on the western side of the A358 as considers diverting Village Road across the A358 and severing the connection will increase traffic through Hatch Beauchamp and Ashill which will be an increase danger to residents	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
132	Safety and road accidents	Objects to proposals between Capland and Ashill on the western side of the A358. Highlights that the road is not wide enough for two cars to easily pass from the bridge over Venners Water and westwards. Comments that there are numerous near misses and the slow signs are ignored as it is.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p>	Yes

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		<p>Comment that there is no need for this section to be upgraded, only via Henlade. Requests that if it has to be, do not close the multiple exits as this would improve the safety of new A358 at the expense of locals.</p>	<p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p>	
133	Safety and road accidents	<p>Objects to proposals between Capland and Ashill. Considers that junctions should remain in the same location but be made safer.</p>	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
134	Safety and road accidents	Supports proposals as it would improve access on and off for Ilton and Ashill traffic.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	Yes
135	Traffic, access and modelling	Considers the Capland/Ashill proposals necessary to access existing properties.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
136	Traffic, access and modelling	The proposals on the Western side of the A358 between Capland and Ashill are essential for the access of local properties.	At the public consultation in 2021 we proposed closing the existing junction between Capland Lane and the existing A358 and sought feedback on three options for access in the Capland area. Following a review of consultation feedback and further assessments, our preferred option is to provide a connecting link road between Capland Lane and Village Road (Option 1). This has now been incorporated into the proposed A358 design. The link road connecting Capland Lane to Village Road would provide additional connectivity between settlements to the east of the A358, easier access to properties along Capland Lane and extra resilience in case of flooding.	N/A
137	Traffic, access and modelling	Concerned Hatch Beauchamp will become a rat run and objects to any further traffic in the village. Notes it is a small, friends, quiet village and should stay that way.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
138	Traffic, access and modelling	Objection to proposals between Capland and Ashill as it considered that these would divert traffic into the centre of Ashill, which was intended to be avoided in the original A358 proposals.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
139	Traffic, access and modelling	Considers the proposed Stewley Link is inconsequential in reducing traffic travelling through Ashill Village.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
140	Traffic, access and modelling	Concerned that without the slip road access at Hatch Beauchamp Village Road south and on the western and eastern end of an extended service road it is estimated that 2000+ vehicles a day will be diverted through Ashill to reach junction on the eastern boundary. Suggests the proposed Stewley Link is inconsequential in reducing this traffic.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	
141	Traffic, access and modelling	Concerned that traffic from Hatch Beauchamp, Capland and surrounds travelling south will have to use the proposals to access A358. Suggests this will increase traffic volumes through Ashill Village and decrease safety of residents, ultimately taking away the original benefits of building the Ashill bypass.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
142	Traffic, access and modelling	Objects to proposals as concerned they will route traffic through Ashill.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
143	Traffic, access and modelling	Considers there no logic to sending traffic through Ashill and concerned all traffic travelling south will have to use this to access the A358. Concerned this will increase traffic volumes through the village and decrease the safety of residents.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
144	Traffic, access and modelling	Objects to proposals between Capland and Ashill and references comments made in relation to 3b/Q9. Comments that consultation on different sections of the route is not appropriate and that there is need to consider the total impact on traffic flow on the villages that the proposed route passes through.	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	N/A
145	Traffic, access and modelling	Considers proposals acceptable only if the Village Road junction allows access to the A358. Highlights that current proposals direct traffic to Hatch Beauchamp via Ashill, included heavy industrial traffic due to business located in Hatch Beauchamp. Concern that traffic would be exacerbated by the presence of a primary school on the route and parents parking where traffic would be re-directed.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users. For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.	N/A
146	Traffic, access and modelling	Objects to proposals between Capland and Ashill. Considers that a local route connecting both sides of the road is needed, however better access to the A358 is needed to reduce increased traffic and pollution through the villages. Concern raised that this increased traffic would come with the restricted access with the current proposal. Suggests a slip road access on and off the new road near Village Road would help this.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided. National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The traffic modelling undertaken shows that there will be very small changes on most local roads (a change	No

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
147	Traffic, access and modelling	Considers the traffic volume does not warrant a main road and separate village roads. Notes it is easy to commute to Ashill from Hatch Beauchamp at peak times and therefore a side road is unnecessary.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p>	N/A
148	Traffic, access and modelling	Suggests a slip road should be provided on and off the new Village Road bridge.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	No
149	Traffic, access and modelling	Suggests on/off access at Stewley (end of Wood Road) should be retained in order to prevent traffic having to drive through Ashill to reach junctions south of Ashill or come off it.	For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.	No

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	
150	Traffic, access and modelling	Considers the linking of Hatch Beauchamp to the A358 at Village Road a better option.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	No
151	Traffic, access and modelling	Considers the junctions should remain the same with on/off slip roads.	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
152	Traffic, access and modelling	Requests a slip road access from the westbound carriageway onto the service road between Capland and Ashill to enable traffic from Ilminster to bypass Ashill Village. Considers without this slip road vehicles will divert through Ashill Village which would put the residents in danger and change the character of the village	<p>For the A358 to become a high-quality, high-performing dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade-separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
153	Traffic, access and modelling	Suggests the benefits of the proposals come at a cost to the village of Ashill which will see a huge increase in traffic numbers.	National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.	
154	Traffic, access and modelling	Supports the Joint Villages proposals to provide access to the A358.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
155	Traffic, access and modelling	Copied response from 3d) (2) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
156	Traffic, access and modelling	Suggests the proposals are necessary to allow vehicles from Hatch Beauchamp and surrounding villages to travel easily towards Ilminster.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
157	Traffic, access and modelling	Support for proposals between Capland and Ashill on the western side of the A358. Hopes that local traffic would use local roads and that through-traffic would stick to the carriageway. States that if the scheme works, more traffic would use the dual carriageway and not divert through local villages as done at the moment due to congestion.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
158	Traffic, access and modelling	Supports the proposals between Capland and Ashill on the western side of the A358 as considers they provide good local access and a diversion route if the new road is closed	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
159	Traffic, access and modelling	Support for proposals between Capland and Ashill on the western side of the A358. Highlights that all villages should not be isolated in terms of access.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
160	Traffic, access and modelling	Supports proposals between Capland and Ashill as highlights the importance of maintaining local access for residents that avoid the new A358. Considers this will be particularly important during busy summer periods.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
161	Traffic, access and modelling	Supports proposals between Capland and Ashill as it is considered the increased routes would allow traffic to flow better and reduce congestion.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
162	Traffic, access and modelling	Agrees with proposals between Capland and Ashill. Notes a need to keep local driving routes simple.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
163	Traffic, access and modelling	Support for proposals between Capland and Ashill and highlights that locals will still need access and the existing road is the obvious choice. It will help to keep local and through traffic separate.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
164	Traffic, access and modelling	Support for the proposals between Capland and Ashill on the western side of the A358 as considers these would be good for public transport.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
165	Traffic, access and modelling	Supports the proposals between Capland and Ashill on the western side of the A358 as considers they maintain connectivity within communities, allowing traffic to move freely	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
166	Traffic, access and modelling	agrees with proposals between Capland and Ashill as they are essential for access and connectivity	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
167	Traffic, access and modelling	Support for proposals between Capland and Ashill as it would maintain access to the village west towards Ilminster maintains local access across A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
168	Traffic, access and modelling	Supports proposals between Capland and Ashill; considers short local journeys should be kept off of the A358.	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
169	Traffic, access and modelling	Support for proposals between Capland and Ashill. Considers that it would be much easier to get to Ilminster without using the new road or Southfields roundabout. Concern that this would also mean vastly increased traffic through Ashill village, as well as increased traffic on the local road between Ashill Junction, Ilton, and on into Ilminster .	National Highways acknowledges the range of views expressed, including those received in support of the scheme. National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
170	Traffic, access and modelling	Supports the proposals between Capland and Ashill on the western side of the A358, however requests that the local route be kept open in the event of a road closure on the new road	<p>National Highways acknowledges the range of views expressed, including those received in support of the scheme.</p> <p>The dualling of the A358 vastly decreases the likelihood of incidents that would cause a full closure of the A358. It also means that for most incidents the A358 could still be kept running with one lane, and that in the event of a major incident, the opposite carriageway could be kept running, greatly reducing the proportion of diverted traffic. This means that the use of the local road network as a diversion route with the proposed A358 scheme in place would be a rare event.</p>	No
171	Traffic, access and modelling	Suggests the bridge will encourage traffic to cut across and down Wood Road, which is already a problematic cut-through, instead of travelling via Ashill to use the A358.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
172	Traffic, access and modelling	Concern that even with improvements between Capland and Ashill on the western side of the A358 the A358 will still have congestion due to Southfields roundabout only having one dedicated left turn lane eastbound onto the Ilminster bypass which has 2 lanes going into 1, considers this will cause congestion to Ashill junction	<p>National Highways has undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity during typical weekday peaks with the proposed upgrades as part of the scheme.</p> <p>Operational modelling has been undertaken using both typical weekday peak period flows to confirm capacity exists to accommodate these flows, and estimates of summer peak period flow to check whether the junctions operate safely.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
173	Traffic, access and modelling	Considers the section between Capland and Ashill on the western side of the A358 performs adequately and safely	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway, with parallel roads provided to access the junctions more directly than using the existing local road network. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
174	Traffic, access and modelling	Notes that all access roads need to remain open.	<p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed. As such, most of the direct local road accesses have been removed and access to Mattock's Tree Green junction and Ashill junction are provided.</p> <p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high-quality, high-performing dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both the M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
175	Traffic, access and modelling	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers it will increase traffic causing problems at Hatch Beauchamp	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
176	Traffic, access and modelling	Objects to proposals as concerned they would increase traffic through Hatch Beauchamp. Concerned traffic going from Ashill towards Taunton and the M5 would be forced to take a longer route through rural lanes and villages rather than joining the A358 from a junction.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
177	Traffic, access and modelling	Considers the local road network surrounding Hatch Beauchamp to be unsuitable for increased traffic due to narrow roads with limited passing spaces and high hedges. Concerned the proposals would route local traffic via Hatch Beauchamp to access the A358.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the</p>	N/A

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			<p>changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	
178	Traffic, access and modelling	Notes that although the proposals are seemingly practical, local traffic will use Hatch Beauchamp and Village Road to access the scheme in Taunton/M5, despite modelling outcomes.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
179	Traffic, access and modelling	Suggests the proposals would reduce access to the A358 for local villages, encouraging traffic flow through Hatch Beauchamp.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
180	Traffic, access and modelling	Concerned about the proposals between Capland and Ashill on the western side of the A358 as considers connecting Ashill with Hatch Beauchamp would increase traffic through Hatch Beauchamp creating a dangerous environment.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects</p>	N/A

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Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
181	Traffic, access and modelling	Objects to proposals between Capland and Ashill on the western side of the A358. Comments that concerned any changes to the current layout will create high traffic rat runs, specifically Wood Road to the Stewley crossroads at Kenny, where the respondent's farm is located and operates. Highlights that retention of the existing road provides the only access to Hatch Beauchamp, however will pull all traffic from Horton now down Wood Road. Concern that the road cannot cope with extra traffic, especially in busy rush hour times and in harvest seasons as lots of farm traffic uses this.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
182	Traffic, access and modelling	Concerned that the existing road networks will be used by people trying to get off the A358, resulting in local people having a busier road.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
183	Traffic, access and modelling	Disagrees with the proposals as considers traffic must pass through villages of Ashill or Hatch Beauchamp which has the effect of making both villages through routes and consequences for safety, noise and pollution.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
184	Traffic, access and modelling	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as do not want heavy traffic passing properties	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads,</p>	Yes

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	
185	Traffic, access and modelling	Concerned that local traffic will have to access the A358 by travelling through either Ashill or Hatch Beauchamp. Suggests that to reduce the traffic flows alternative routes need to be identified.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
186	Traffic, access and modelling	Concerned the proposals will not help traffic flows and will put more traffic onto the backroads. Outlines own journeys to evidence that most journeys are taken via the back roads and the proposals will increase traffic in Ashill.	<p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p>	Yes
187	Traffic, access and modelling	Disagrees with the proposals between Capland on the western side of the A358 as considers diverting Village Road across the A358 and severing the connection will increase traffic through Hatch Beauchamp and Ashill	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
188	Traffic, access and modelling	Considers the scheme will result in more traffic on local roads which is not needed	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative</p>	Yes

Appendix Table 5.1K Summary of matters raised in relation to Q3d of the feedback questionnaire in relation to proposals between Capland and Ashill on the western side of the A358 and the National Highways response

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	
189	Traffic, access and modelling	Highlights that the villages of Capland and Ashill need to stay connected, yet must also have access to the A358 without significantly increasing unnecessary traffic flow through the villages.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
190	Traffic, access and modelling	Concern the proposals between Capland and Ashill on the western side of the A358 will result in divert traffic through smaller local roads and residential areas	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
191	Traffic, access and modelling	Concern the scheme will increase traffic on local roads which will reduce access for residents to their properties particularly for those living in Curland and Staple Fitzpaine.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
192	Traffic, access and modelling	Supports the proposals between Capland and Ashill as considers this would provide a valuable link to the new Village Road bridge and is a suitable option for accessing Hatch Beauchamp without creating a detour. Suggests more routes should incorporate the old road to make it easier for local road users to reach their destinations.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
193	Traffic, access and modelling	Suggests the villages of Ashill and Hatch Beauchamp will be impacted by much more traffic. Notes the current A358 was originally built as a bypass for these villages therefore proposals go against original intentions.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
194	Traffic, access and modelling	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers it will create excessive traffic build up	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
195	Traffic, access and modelling	Disagrees with the proposals between Capland and Ashill on the western side of the A358 as considers it will turn all villages into rat runs.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	Yes

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
196	Traffic, access and modelling	Objects to proposals as concerned the proposed service road will increase traffic be 2000+ vehicles a day through villages and as a result reduce safety or residents.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
197	Traffic, access and modelling	Objects to proposals as, although a service road is needed, the proposed road will substantially increase the number of vehicles travelling through Ashill and Hatch Beauchamp and remove the original bypass in doing so.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
198	Traffic, access and modelling	Support for option 1 at Capland. Queries whether this local route would have any improvements such as marked cycle ways on the side of road.	Taking into account consultation feedback, the scheme now includes a connecting link road between Capland Lane and Village Road, which was referred to as Option 1 during the 2021 statutory consultation. The link would be adopted highway and accommodate all users including walkers, cyclists, horse-riders and carriage drivers. It would also provide access to local villages during incidences of flooding, which have temporarily closed Stocks Lane in two locations in the past.	No
199	Traffic, access and modelling	Concern raised that the scheme would only result in a minor improvement to traffic flow.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road</p>	N/A

Row Number	Topic	Matters raised in response to consultation	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
200	Walking, Cycling and Horse-riders	Supports proposals as improves links to Ashill for cyclists.	National Highways acknowledges the support received in relation to the walking, cycling and horse-riding proposals.	N/A
201	Walking, Cycling and Horse-riders	Opposed to a two way public flyover at Bickenhall Lane as many residents are requesting access for horses, cyclists, walkers and farm vehicles.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit access to the Bickenhall Lane overbridge to local landowners and walkers, cyclists and horse-riding users (WCH). The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for WCH.</p> <p>This change has been made to discourage rat-running through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on WCH users along Bickenhall Lane.</p> <p>As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic will now route via Cold Road and Higher West Hatch Lane to access the junction. This will mean that traffic volumes through Hatch Beauchamp will be lower than what they would have been with the 2021 consultation design in place.</p>	Yes

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
1	Air quality	Concern about increased air pollution in Ashill Village	The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the 'Base', 'Do Minimum' (without scheme) or 'Do Something' (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations it is considered the proposed scheme would have no significant effects on air quality in relation to human health.	N/A
2	Alternatives to the scheme	Highlights that there are traffic congestion problems with the existing A358 Taunton-Southfields at each end of the stretch. States that the Taunton end requires a by-passing of the village of Henlade and that this should be easily achieved by constructing a new carriageway between the existing Nexus roundabout and the start of the existing dual carriageway East of the village. The Southfields end requires continuing A303 traffic to be kept off the roundabout and that this should be easily achieved by means of a flyover across the roundabout for the A303 carriageway.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
3	Alternatives to the scheme	Consider that the objectives of National Highways can be met by creating a bypass at Henlade and redesigning Southfields roundabout, where there are more regular bottlenecks. Consider that even if a dual carriageway was required, this should not be an expressway and should be a traditional dual carriageway. The negative impact on safety, health, well-being, environment and landtake, local business viability and local community ties is significantly worsened by the over-engineering of an Expressway, and could be reduced by a traditional dual carriageway.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	Yes
4	Alternatives to the scheme	Considers the scheme will create damage along the route and requests NH upgrades multiple small roads instead.	Alternatives to the scheme including different modes of transport were considered as part of the option identification and appraisal process, leading to the Preferred Route Announcement in June 2019. This concluded that even substantial improvements to public transport provision, predominantly in the form of rail improvements, would not sufficiently reduce the number of vehicles to help address the identified problems along the A303/A358 corridor.	No
5	Alternatives to the scheme	Disagrees with the proposals for Section 3. Suggests maintaining the current 2 -lane A358 road, reducing points of entry and exit for local traffic while maintaining local connectivity eg via rural- style bridges at Bickenhall Lane and Capland	<p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
6	Biodiversity	Concern the proposal will take significant land, both agricultural and woodland and include areas rich in biodiversity.	<p>The proposals have been informed by extensive ecological surveys which have been assessed in the Environmental Statement (Document Reference 6.2) and National Highways have also sought, in consultation with landowners, to minimise the amount of land, agricultural and otherwise, taken for the scheme.</p> <p>A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features, and then to mitigate those which cannot be reduced. National Highways have developed a scheme which includes areas of habitat creation as replacement for those habitats lost to construction, all of which constitute essential mitigation for impacts to habitats, protected species and other environmental receptors. Opportunities to minimise the scheme footprint have been explored throughout the design process, with land being returned to agriculture where appropriate. This process has included liaison with impacted landowners and the incorporation of areas of habitat enhancement to avoid additional land take for habitat creation. The mitigation measures adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>A specific requirement on designers and assessors is to minimise the loss of agricultural land and agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Chapter 9 Geology and Soils of the Environmental Statement (Document Reference 6.2). Hedgerow improvements have been incorporated into the design of the scheme in an effort to minimise loss of viable agricultural land through creation of new hedgerows, reducing field size. Details on hedgerow improvements, mitigation and creation are provided in the habitat mitigation strategy, included as Appendix 8.24 of the Environmental Statement (Document Reference 6.4).</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (EMP) (Document reference 6.4, Appendix 2.1) submitted with the DCO application, these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	N/A
7	Climate	Considers the scheme should be revised to reduce the expressway back to a standard dual carriageway to reduce the carbon footprint	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through</p>	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	
8	Climate	Concerned that the road is detrimental to mitigating against the current climate crisis.	<p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	N/A
9	Climate	Considers that the proposal does not need to be an expressway just a dual carriageway. Concern raised that excessive road building would result in increased traffic and contribute to local environmental damage and global warming.	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways is cognisant of the changes introduced by the Climate Change Act 2008 (2050 Target Amendment) Order 2019, and the net-zero ambition is set out within the amendments. The Secretary of State supports delivery of emission reductions through a system of five-year carbon budgets that set a trajectory for reducing greenhouse gas production to 2050. In response to the carbon budgets, the Department for Transport has published The Road to Zero which sets out steps towards cleaner road transport and delivering the Industrial Strategy.</p> <p>National Highways 'Net Zero Highways: our 2030/ 2040/ 2050 plans' outlines its ambitious plan to be net zero by 2050.</p> <p>National Highways is required by the National Policy Statement for National Networks to assess the effects of the scheme in relation to carbon emissions and climate change, including an assessment of the significance of any increase within the context of the relevant UK carbon budget period. The climate assessment presented within the Preliminary Environmental Information (PEI) Report considered impacts over a 60 year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for</p>	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			operation). This assessment has also been incorporated into Environmental Statement Chapter 14 Climate (Document Reference 6.2), which outlines the measures taken to avoid and mitigate carbon emissions through the design of the scheme. It also describes an assessment of any likely significant climate factors in accordance with the requirements of the Environmental Impact Assessment Regulations and concludes in all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	
10	Consultation	Concern that local knowledge has not been incorporated into the design.	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
11	Consultation	Considers NH has failed to engage meaningfully with the priorities and needs of local business and communities	As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.	N/A
12	Consultation	Concerns the consultation did not ask for comments about the need to build a second flyover bridge at Griffin Lane.	As set out in Chapters 4 and 7 of the Consultation Report (Document Reference 5.1), consultation encompassed a wide range of activities to help ensure people could access information, ask questions of the team and provide feedback via a variety of methods. For example, National Highways ensured that a variety of response mechanisms were available, including hard copies of documents made available on request, at in-person events or at deposit locations, with freepost return. Details are provided in the Consultation Report Chapters 4 and 7 (Document Reference 5.1). This was in addition to complement email and online feedback options. A freephone service also helped to ensure people could get in touch if they had any queries or problems. The consultation questionnaire was also designed to include space to add any additional comments on the proposals that had not been captured within the questions provided.	N/A
13	Consultation	Disappointed the proposed bridge at Bickenhall Lane was not presented in any previous plans or consultations.	National Highways presented Bickenhall Lane overbridge in the statutory consultation however, options for Bickenhall Lane overbridge were not presented at statutory consultation. Design development work involved option identification, appraisal and refinement. In this case, a range of vehicular and pedestrian provision options were considered, which included non-statutory engagement with landowners to help inform design development work as appropriate. Where options were not considered feasible, they were not progressed to public consultation. National Highways presented appropriate options for statutory consultation for feedback. At statutory consultation, some of the stakeholder responses raised concerns with the suitability of Bickenhall Lane for public vehicular traffic due to increased traffic on the bridge. Taking into account consultation feedback, National Highways modified the design of the scheme for supplementary consultation to limit access to the Bickenhall Lane overbridge to local landowners and walking, cycling and horse-riding users only. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access, including for agricultural vehicles. As a result of this change, there would be no public motorised traffic using the bridge and the route via Hatch Beauchamp to access the Mattock's Tree Green junction. To access the junction, traffic would use the route via Cold Road and Higher West Hatch Lane. The change would reduce traffic volumes through Hatch Beauchamp when compared to the forecast levels of the previous proposals as presented at the statutory consultation 2021. In addition, the change means that the bridge would be narrower and moved approximately 165m south. This places it further away from Bickenhall Wood ancient woodland, reducing impacts on vegetation and bat species. Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the	N/A

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			<p>route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>To get to Bickenhall from Southfields roundabout with the proposed dualled A358 in place, the recommended route is via the dualled A358 to Ashill junction, through Ashill and onto the section of the existing A358 retained for local access, then left at Staple Fitzpaine Road.</p> <p>To get to Bickenhall from M5 junction 25 with the proposed dualled A358 in place, the recommended route is via the dualled A358 to the Mattock's Tree Green junction, then Ash Road and Higher West Hatch Lane.</p>	
14	Consultation	<p>Concerns over the lack of information available in the consultation packs and incomplete data.</p> <p>Notes that further traffic data is needed to analyse the risks and benefits of proposals at Bickenhall Lane bridge.</p> <p>Concerns that data requests have not been fulfilled and that data supplied on p14 of the traffic report is known to be incorrect.</p> <p>Concerns there is a lack of forecast data on traffic flows through the village of Hatch Beauchamp.</p> <p>Suggests the consultation is delayed to gather full data and modelling of traffic and proposes further discussions with regards to impacts on the wider road network and community.</p>	<p>A Technical Traffic Note was published to help people understand the likely traffic impacts of the proposed scheme so that they could make an informed response to the statutory consultation. The note was sufficiently detailed for the purposes of consultation and included information about traffic modelling, traffic flow and journey time, value for money assessment and impacts of Covid-19 on traffic. To support the supplementary consultation, an updated Technical Traffic Note was published, which included additional information on likely junction performance, accidents and mitigation on the local road network and proposed design changes. Furthermore, a 2D interactive mapping tool was provided to demonstrate traffic flow information, routeing and journey times. The methodology and results of the traffic modelling is reported in more detail in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
15	Cultural heritage	<p>Consider that increased traffic through the village will destroy its rural identity as well as increase pollution, reduce air quality and increase accidents</p>	<p>Traffic volumes passing through Ashill are forecast to increase as a result of the closure of direct side road accesses onto the A358. Despite the forecast increase, traffic volumes passing through the village will remain low. Mitigation measures are proposed through the village as part of the scheme proposals to reduce vehicle speeds and provide a safer environment for pedestrians and cyclists.</p> <p>The effects of the scheme on air quality are assessed and reported upon in the Environmental Statement Chapter 5 Air quality (Document Reference 6.2). It predicts no exceedances of the Air Quality Objectives at human receptors associated with changes in operational traffic flows or speeds in the Base, Do Minimum (without scheme) or Do Something (with scheme) scenarios. With no exceedances of the Air Quality Objectives at receptor locations and improvements in the Henlade Air Quality Management Area (AQMA) it is considered the proposed scheme would have no significant effects on air quality in relation to human health. Overall, the scheme is considered to have a beneficial impact on local air quality in relation to human health due to the reductions in Nitrogen Dioxide (NO₂) concentrations within the AQMA.</p>	N/A
16	Economics	<p>Considers the benefits cost ratio for section 3 of the scheme is negligible due to the scheme being to the detriment residents and businesses as it restricts accessibility and worsens their environment and health outcomes, and well as not reducing journey times enough</p>	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
17	Economics	<p>Objects to the road being dualled as considers it is not a sensible use of public money</p>	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	N/A

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	
18	Economics	Disagrees with the proposals for section 3: Griffin Lane to Ashill junction as considers there will be a huge expense	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
19	Economics	Considers the overall benefit cost ratio for the project is negligible and for section 3 of the road, non-existent.	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A

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			Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.	
20	Economics	Consider that the cost-benefit ratio for the scheme is negligible (at no more than 1.2) and for this section of the road, likely non-existent. Impacts (on human health and environment) should be considered against the 1-minute benefit of dualling this section.	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
21	Economics	Considers the benefits cost ratio of the scheme is negligible and non-existent for section 3. The scheme would be detrimental to residents and businesses as it restricts accessibility and worsens their environment and health outcomes, and well as not reducing journey times enough	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
22	Economics	Disagrees with the proposals for Section 3 as considers the scheme would cause substantial economic costs	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p>	N/A

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Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	
23	Economics	Considers the proposal for dualing the entire length of the A358 is too expensive	<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including journey time savings to road users, road safety, wider economic impacts, and a range of environmental aspects. The project is reviewed by both National Highways and the Department for Transport to examine whether the benefits outweigh the costs, and whether the business case for the scheme is sufficiently strong to support delivery. This is reviewed at every stage of work to determine whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Journey time savings are forecast to be in the order of 5 to 7 minutes during most times of day. This equates to a saving of more than 30% during most times of day.</p>	N/A
24	Engineering design	Suggests that a bridge at Stewley onto the existing road would negate the need for an additional road and associated problems on prime farm land.	An arrangement as suggested was originally proposed in the preferred route announcement (Kenny link). The development of the scheme design and better understanding of traffic demand and distribution has resulted in this omission from the scheme and the provision of the Stewley link as presented in the statutory consultation	No
25	Engineering design	Concerned there are not enough junctions for local villages in the proposals.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green.</p>	Yes
26	Engineering design	Suggests a new junction and bridge would upgrade the A358.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.	
27	Engineering design	Considers the current A358 to be sufficient and considers if improvements were to happen then improvements to the access of the M5 and A303 and a Henlade bypass would be satisfactory.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
28	Engineering design	Considers this section of the road does not need dualling and the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfield's roundabout. Requests a conventional dual carriageway (including with local access) to reduce cost, time, environmental impacts, and disruption to build.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	Yes
29	Engineering design	Suggests the existing A358 is kept as a single carriageway and bridges or on/off slips provided to reduce the environmental impact.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p>	N/A

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			As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).	
30	Engineering design	Suggests on/off slip roads are implemented at key locations such as Village Road and Wood Road to improve connectivity for local traffic.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
31	Engineering design	Suggests that if the A358 is to be dulled there is no reason why existing side roads cannot remain as slip roads. Concern that changing access routes makes it harder for local people to travel around there areas.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
32	Engineering design	Requests incorporating slip roads with the flyover at Section 3 as considers this will improve connectivity for and reduce traffic through Hatch Beauchamp and Ashill	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	
33	Engineering design	Considers the Stewley junction should be retained	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	Yes
34	Engineering design	Objects to the plans for Section 3 as it is considered to be a waste of money. Suggests the addition of slip roads instead.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Appraisal Report set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of Alternatives of the Environmental Statement. Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with Design Manual for Roads and Bridges CD 122. As such, all of the direct local road accesses have been removed and access to the A358 is</p>	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>The scheme has been designed to the standards set out in GD 300. As such, any new intermediate junctions that are constructed as part of the scheme would need to take the form of a full grade- separated junction similar to the one near Ashill or Mattock's Tree Green. Factors such as the cost, value for money and environmental impacts of this additional junction also need to be considered. A review of the amount of traffic that would be likely to use additional junctions does not justify the costs or environmental impacts of these junctions.</p>	
35	Engineering design	Supports the joint parish councils response to plans for section 3: Griffin Lane to Ashill junction	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
36	Engineering design	Supports the statements given in Item 3e) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
37	Engineering design	Copied response from 3e) (1) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	Yes
38	Engineering design	Supports the proposals for section 3.	National Highways acknowledges the range of views expressed, including those received in support of the scheme .	N/A
39	Engineering design	Supports proposals for section 3.	National Highways acknowledges the range of views expressed, including those received in support of the scheme .	N/A
40	Engineering design	Supports the plan for a bridge at Ashill.	National Highways acknowledges the range of views expressed, including those received in support of the scheme .	N/A
41	Engineering design	Supports the proposals for Section 3: Griffin Lane to Ashill junction.	National Highways acknowledges the range of views expressed, including those received in support of the scheme .	N/A
42	Engineering design	Considers section 3 to be the best designed section of the scheme.	National Highways acknowledges the range of views expressed, including those received in support of the scheme .	N/A
43	Engineering design	Suggests WCH users will be impacted by proposals and will have reduced safety on the rural lanes due to increases in traffic.	<p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
44	Engineering design	Concerned that widening the road and losing several access points to the A358 will increase local traffic flow in Ashill and Hatch Beauchamp.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp.</p> <p>This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch</p>	N/A

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Beauchamp (using Village Road). As a result of this, a design change was made after the 2021 A358 statutory consultation. This was a ban on public traffic using Bickenhall Lane overbridge to discourage traffic using Village Road as a route to Mattock's Tree Green junction from villages like Staple Fitzpaine.</p> <p>National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
45	Engineering design	Concern traffic will increase through Ashill and Hatch Beauchamp because of a big gap between junctions	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows.</p> <p>The traffic modelling undertaken shows that there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Village Road through Hatch Beauchamp experiences some small increases in flows (a change of less than 250 vehicles per direction on a weekday in 2031) however these are mostly related to trips to and from Hatch Beauchamp and Hatch Green. The location of where the junctions are proposed and the routeing through the network means that very few trips would use Village Road that are not directly accessing local areas in the vicinity of Hatch Beauchamp.</p> <p>This was partially due to feedback expressing concern about the predicted rise in traffic flow through Hatch Beauchamp (using Village Road). As a result of this, a design change was made after the 2021 A358 statutory consultation. This was a ban on public traffic using Bickenhall Lane overbridge to discourage traffic using Village Road as a route to Mattock's Tree Green junction from villages like Staple Fitzpaine.</p> <p>National Highways acknowledges concern related to the forecast rise in traffic flow through Ashill with the proposed A358 scheme in place. During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the Old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures would reduce driver speeds and therefore improve safety for all users.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
46	Engineering design	Questions if any project managers have driven along Griffin Lane and suggests the proposals are inappropriate.	National Highways is not proposing any modification to Griffin Lane as part of the scheme. There would be no connection between Griffin Lane and the A358 dual carriageway.	No
47	Engineering design	Considers a parallel road to the new Ashill interchange to not be sensible as considers it is heavy work which will require a lot of maintenance	The "parallel road" is assumed to be the proposed Stewley link which is necessary to provide access for long-term maintenance of attenuation basins as well as to improve local access to the Ashill junction and the Ashill sewage works.	Yes
48	Engineering design	Considers there no reasoning to build the dual carriageway to expressway standards.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
49	Engineering design	Concern raised that for Section 3 the road is too wide and needs to be no more than a dual carriageway.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes
50	Engineering design	Considers the proposed dualling of the A358 is over engineered	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree</p>	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
51	Engineering design	Concern that given the proposal to stop up 15 existing connections to the A358 and replace with two substantial junctions with east-west connectivity reduced to two bridges. Considers road users would be channeled down longer routes unsuitable for carrying regular two-way traffic with narrow carriageways, reduced visibility and limited passing locations.	<p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
52	Engineering design	Concerned the proposed new Ashill junction would be unsuitable for WCH users and the long detour routes are inappropriate as narrow and steep. Suggests more bridge crossing points should be included in the proposals between Southfields roundabout and the proposed bridge at Village Road. Notes that the 'Gear Change' advice on P16 states that WCH routes must be direct, continuous and serve the journeys that are in demand.	<p>The existing Ashill Road and Rapps Road at Ashill junction do not have any dedicated cycling or horse-riding facilities. Traffic flows on Ashill junction overbridge would be moderate. Isolated lengths of cycling/riding facilities at Ashill junction would be neither appropriate nor necessary.</p> <p>The gradient on the Old A358 (Ashill) from Kenny to Ashill is 3.6% uphill for 618m, which is not a steep climb but is long. An alternative cycling route would be available on the northern side of the scheme along Stewley link but the gradient would be similar to the Old A358 and also slightly longer. National Highways notes that the Old A358 is already a popular cycle route and the impact of the scheme would not warrant a segregated facility.</p> <p>Between Village Road and Southfields, the scheme includes two traffic-free crossings that could be used by road cyclists:</p> <ul style="list-style-type: none"> • Sunnyside underpass would provide a restricted byway to connect Kenny and Stewley. • At Jordans, as an outcome of consultation, an overbridge and track would connect Broadway Street and Cad Road. • One of the core design principles in Local Transport Network 1/20 is that cycle routes should be direct. From M5 junction 25 to Southfields roundabout, the offline cycle route would be 14.9km, which is longer than a 13.9km parallel route alongside the dual carriageway. Cyclists would also be subject to more stop- starts on the offline 	Yes

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			cycle route with eight stops compared to six on the mainline. Based on an additional 7% route length and two stops extra stop-starts, the offline cycle route is only marginally less direct than a parallel route.	
53	Engineering design	Suggests that section 3 of the scheme should be left as it currently is or have most of its existing connections maintained as this will be better on environmental, safety, cost, traffic and amenity grounds.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No
54	Engineering design	Queries the need for improvements for Section 3 as it functions well currently.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No
55	Engineering design	Considers that there is no need for improvements for Section 3.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No
56	Engineering design	Considers section 3 of the scheme should not be dualled and considers the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfield's roundabout, where there are more regular bottlenecks. Requests a conventional dual carriageway, with local access to be the same standard as much of the new proposed and existing A303 in the corridor to reduce cost, time, and disruption to build.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No

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57	Engineering design	Disagrees with the plans for Section 3: Griffin Lane to Ashill Junction	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No
58	Engineering design	Objection to the proposed design for Section 3.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	No
59	Engineering design	Requests that cycle paths are included in proposals.	<p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free tracks, utilising existing infrastructure and allowing cyclists to pass through places of interest. This is set out in the Environmental Statement Appendix 2.1 Annex F Public Right of Way Management Plan (PRoW) (Document Reference 6.4).</p> <p>Cycling would not be prohibited on the new dual carriageway based on the classification of the road, however National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.</p> <p>Griffin Lane would continue to be used as part of the East Deane Way and Taunton Cycle Trail. Bickenhall Lane and the overbridge, as an outcome of consultation, would not be open to through traffic. The lane would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive lane for walkers, cyclists, horse-riders and carriage drivers.</p>	Yes
60	Engineering design	Concern that there is no mention of mitigation to protect local villages from traffic such as speed bumps and restrictions.	<p>Traffic calming measures through the village of Ashill have been added to the scheme since that presented at the 2021 statutory consultation due to the change in traffic when compared to the existing scenario. These calming measures incorporate localised reductions in carriageway width combined with formal crossing facilities.</p> <p>National Highways has also proposed local road improvements as a result of changes in traffic flows which are considered appropriate to the nature of the local road network and has developed these in conjunction with Somerset Council as the local highway authority.</p> <p>Locations of the traffic calming measures are shown within the General Arrangement Plans (Document Reference 2.5a).</p>	No
61	Environment	Suggests section 3 of the A358 does not need to be dualled to an expressway standard. Concerned the proposed plans cut through the rural environment, use high quality agricultural land and have a negative environmental impact.	<p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways note the concern over the level of environmental impact potentially arising from the scheme. As part of the design development we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	
62	Environment	Concern about the flyover at Griffin Lane as considers it will blight the neighbouring houses and environment as well as create noise pollution for local people	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	Yes
63	Environment	Concerned that these proposals would lead to the countryside being ruined, loss of wildlife habitat and increased light pollution.	<p>National Highways recognises the significance and sensitivity of the landscape. The Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties. Where it is possible to do so mitigation measures are implemented to avoid/minimise impacts on the local character and visual amenity. This includes consideration of highways and structures design, environmental earthworks, acoustic barriers, planting, and hedgerow improvements. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).</p> <p>Lighting will be limited to the approaches to the Nexus and Southfields roundabouts. The mainline carriageway will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). Assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document reference 6.2). Should the application be approved, specific lighting specification will be discussed and agreed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.</p> <p>National Highways note the concern over the potential for the scheme to impact natural habitats. As part of the preliminary design, we have sought to provide replacement habitat along the route and the Environmental Statement describes the mitigation measures we have adopted. This shows that whilst we would lose woodland,</p>	No

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			we would replace with both semi-natural broadleaved woodland and open woodland both across and in close proximity to the route. The same occurs for hedgerow and grassland where significant increases are proposed. Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3 Environmental Statement Figures) sets out the planting and landscaping proposals for the scheme, whilst an assessment of the effects of the scheme on wildlife and habitats is set out in Environmental Statement Chapter 8 Biodiversity (Document Reference 6.2).	
64	Environment	Objects to the plans for Section 3: Griffin Lane to Ashill junction as considers it will increase noise pollution	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No
65	Environment	Suggests a standard dual carriageway would reduce agricultural and rural land take by up to 50% compared to the proposal and will not scar the countryside with an urban, motorway style design whilst allowing more flexibility to resolve local accessibility issues.	The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information. The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions. The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
66	Environment	Queries whether the junction to the south end of Ashill village needs to be as large, as it highlighted that the environment should be a priority.	Mattock's Tree Green junction and Ashill junction have been designed in accordance with the appropriate standards (Design Manual for Roads and Bridges CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed. National Highways note the concern over the level of environmental impact potentially arising here. The Environmental Statement (Document Reference 6.2) identifies impacts at specific locations along the scheme and as part of the design development we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. Mitigation proposed is specific to the impacts identified at each location, details of which are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).	Yes
67	Environment	Concern section 3 Griffin Lane to Ashill junction will contribute to temperature rises	National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60-year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.	No
68	Environment	Concern increased traffic through Hatch Beauchamp will destroy the rural identity and increase pollution, reduce air quality, and increase accidents.	National Highways note the concern over the level of environmental impact potentially arising at Hatch Beauchamp as a result of the scheme. The Environmental Statement identifies impacts at specific locations along	No

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			<p>the scheme and as part of the design development we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. Mitigation proposed is specific to the impacts identified at each location, details of which are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3). The effects of the scheme on air quality are assessed and reported upon in Environmental Statement Chapter 5 Air quality (Document Reference 6.2).</p>	
69	Environment	Disagrees with the proposals for section 3: Griffin Lane to Ashill junction as considers it will be damaging to the environment, wildlife, and cause pollution	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	No
70	Environment	Objects to the road being dualled as considers it will cause significant effects on the environment	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	No`
71	Environment	Considers the scheme will increase noise, light and pollution.	Bunds for visual and acoustic purposes have been proposed where they will mitigate significant impacts, without giving rise to significant secondary impacts on other environmental receptors. The location of visual and acoustic bunds and barriers are shown on Environmental Statement (ES) Figure 7.8 Environmental Masterplan (Document Reference 6.3).	No`

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Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Lighting will be limited to the Nexus 25 junction and Southfields roundabout. The mainline carriageway, including the two new junctions at Mattock's Tree Green and Ashill will not be lit. The provision of lighting on other local roads is not expected to be required except for some limited locations at the tie-in of the new road alignment with existing local roads, or where existing lit local roads are realigned. Further details of the approach to lighting is provided within Environmental Statement Chapter 2 The project (Document Reference 6.2). An assessment of the impact of lighting on the landscape is provided in Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2). Should the application be approved, the specific lighting specification will be developed at the detailed design stage. The intention is to minimise any potential light spillage into the landscape.	
72	Environment	Disagrees with the proposals for Section 3 as considers the scheme would result in detrimental environmental impacts	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	No`
73	Environment	Considers the plans for section 3 Griffin Lane to Ashill junction will destroy the landscape and destroy the environmental and productive land mass	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users.</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p> <p>National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses the impact of the scheme on local landscape and visual receptors. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.</p> <p>The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	No
74	Environment	Concern section 3 Griffin Lane to Ashill junction will have a detrimental impact on the environment contribute to temperature rises	<p>National Highways note the concern over the level of environmental impact potentially arising here. The Environmental Statement identifies impacts at specific locations along the scheme and as part of the design development we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement. Mitigation proposed is specific to the impacts identified at each location, details of which are shown on Environmental Statement Figure 7.8 Environmental Masterplans (Document Reference 6.3).</p> <p>National Highways acknowledges your comments on the effect of the scheme on climate change. Environmental Statement Chapter 14 Climate (Document Reference 6.2) contains an assessment of the impacts of the scheme. The climate assessment considered impacts over a 60-year period and compared emissions against the UK 4th carbon budget (construction emissions) and the 5th and 6th carbon budgets (for operation). In all cases the emissions calculated demonstrated no impact on the ability of the UK Government to meet these carbon budgets, and no significant effect on climate.</p>	No
75	Environment	Considers the environmental and ecological damage as severe and the new road will result in less wildlife.	The Environmental Impact Assessment (EIA) applies a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment, in accordance with the Design Manual for Roads and Bridges standards. The methodology, including study areas, for each of the environmental topics considered in the Environmental Statement (Document Reference 6.2) are set in the individual topic chapters,	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

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			<p>referring to the relevant standards as appropriate.</p> <p>The EIA uses a set of nationally accepted methodologies to assess the potential environmental implications of the scheme on the environment. These methodologies define the study area to be used for each discipline, and for biodiversity, each species. These areas provide a nationally consistent approach to assessing the environmental implications of Nationally Significant Infrastructure Projects and they have been consistently utilised in this project.</p> <p>The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	
76	Environment	Objects to the scheme on the grounds that it will destroy farm lane, disrupt natural habitats and protected species	<p>The proposed scheme only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise the footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>The proposals have been informed by extensive ecological surveys which have fed into the Environmental Impact Assessment (EIA) process. A mitigation hierarchy approach has been applied to the scheme design; seeking firstly to avoid, or reduce adverse effects on valued ecological features and then to mitigate those which cannot be reduced. Where impacts upon protected species and habitats have been identified, specific mitigation strategies have been developed and agreed with Natural England; these are included within the Environmental Statement (Document Reference 6.2).</p> <p>Areas of habitat creation are included within the scheme as replacement for those habitats lost to construction. These areas of habitat creation would include plant species of local provenance, in keeping with the character of the local landscape, and of benefit to biodiversity. Furthermore, habitat creation areas have been designed to, once established, improve ecological connectivity through the local landscape along the A358, by connecting up existing parcels of semi-natural habitats. In recognition of the time required for created habitats to provide an equivalent biodiversity value to those lost, larger areas of habitat would be created in comparison to those lost to ensure a net increase in habitat area. As detailed within the Environmental Management Plan (Document Reference 6.4, Appendix 2.1), these habitats would be subject to long-term management and monitoring to maximise the outcomes for biodiversity.</p>	No
77	Landscape and visual impacts	Requests maximum screening with deciduous trees is used and bridges are a salmon colour to compliment the local areas. Requests compatible plants and wildlife are planted	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

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			<p>Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).</p> <p>National Highways has developed a scheme design which includes extensive areas of grassland, hedgerow and woodland habitat creation, as well as new water channels and ponds. Woodland creation is therefore in alignment with the Government's aspiration to increase woodland cover by 2042 as set out in the 25-year Environment Plan. All new planting would use native species that reflect the species composition of those habitats lost to the construction of the scheme and those of greatest wildlife benefit. As part of the DCO application, National Highways has prepared an Environmental Management Plan (EMP) (Document Reference 6.4, Appendix 2.1) that details the proposed mitigation and enhancement measures. This document also details management and monitoring protocols for all habitat creation areas to ensure the successful establishment and long term viability of the habitats created.</p> <p>The engineering design has been informed by the environmental assessment and revised to avoid or reduce impacts through the process. Planting specification and details of aesthetics for structures would be developed at the detailed design stage. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).</p>	
78	Landscape and visual impacts	Considers the scheme will permanently damage the local landscape	National Highways recognises the significance and sensitivity of the landscape. Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the scheme on local landscape and visual receptors from public right of ways, footpaths, and representative views from properties, including within the Blackdown Hills Area of Outstanding Natural Beauty. Where it is possible to do so for a development of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity. This includes consideration of structure design, environmental earthworks, planting, and hedgerow improvements. Areas of existing vegetation of high biodiversity value including woodland, individual trees and hedgerows have also been retained or protected where possible or minimised through design to minimise impacts on visual amenity. The Environmental Masterplan is presented on Figure 7.8 of the Environmental Statement (Document Reference 6.3).	No
79	Noise and vibration	Requests concrete noise containments walls are used wherever possible to minimise the noise disturbance in the countryside with a minimum height of 4m and coloured green. Requests quiet road surface materials are used	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
80	Noise and vibration	Highlights that given the increase in volume and speed of traffic, noise levels are estimated to increase by 3db from the A358 and as Ashill is on a slight hill above the A358 it picks up the noise from the whole stretch of road. At the consultation it was noted that this is where the level is just perceivable, however the Just Noticeable Difference is 1db and for lower frequencies less so. Notes that according to Weber's Law, for broadband sounds greater than 20db the JND is about 0.6dnb.	<p>National Highways acknowledge that there are many sources of information available relating to the perceptibility of noise level changes under different conditions. The National Highways assessment methodology, Design Manual for Roads and Bridges LA 111, sets 3dB as a significant noise change in the short-term (for a sudden change) and 5dB as a significant change over the longer term (gradual change); except where the starting noise level is above the SOAEL (significant observed adverse effect level) when a 1dB increase is judged to be significant in the short-term. The latter criterion is in recognition of the need to avoid noise levels above the SOAEL occurring wherever feasible.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>Where individual residential properties are still predicted to be exposed to noise increases above the thresholds set out in the Noise Insulation Regulations 1975, they may qualify for a package of noise insulation measures</p>	N/A

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			(glazing and ventilation) to minimise noise ingress to their property. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2).	
81	Noise and vibration	Copied response from 3e (3) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
82	Noise and vibration	Reiterates the West Hatch parish council response to question 3e.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
83	Noise and vibration	Suggests sound barriers will be needed in section 3 proposals to deflect the sound travelling into the AONB.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
84	Noise and vibration	Concern about increased noise pollution in Ashill Village	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
85	Noise and vibration	Considers it essential to keep the road noise in Ashill to a minimum with 'Low Noise' road surface and noise reduction barriers, as the village is very close to the road.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
86	Noise and vibration	Concerned about more noise and pollution from the new road. At present, the noise is intermittent and muffled from their house which faces south towards the new road.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
87	Noise and vibration	Suggests it is important that noise mitigation is implemented, especially a low noise road surface as barriers alone will not provide sufficient protection from the traffic noise.	The scheme would include low noise surfacing. In addition, as informed by the detailed modelling of the spread of noise that has been undertaken, noise mitigation in the form of acoustic bunds and barriers has been designed to reduce noise levels at noise sensitive receptors where it is effective and sustainable to do so. A description of the embedded noise mitigation measures included within the scheme design is provided in Environmental Statement Chapter 2 The project and within Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2). The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	N/A
88	Noise and vibration	Concern the route will be close to existing properties and concerned the inevitable increase in noise pollution will impact local livelihoods.	The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1),	N/A

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			which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).	
89	Noise and vibration	Consider conclusions on Noise and Vibration are telling. The Expressway will subject more residential properties to noise and vibration (813) than those benefiting from less (324).	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed. The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A
90	Population and human health: business and tourism	Concern section 3: Griffin Lane to Ashill junction will result in disruption to local transport businesses and those sending goods to and from Poole/ Southampton	<p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p> <p>National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4, Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required. Phasing of the works depends on a number of factors and will be optimised for delivery of the scheme as a whole.</p> <p>Should the application be approved, the contractor will produce an updated Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) as part of the detailed design stage. This would plan the construction phasing, which would be in discussion and agreement with Somerset Council.</p>	N/A
91	Population and human health: business and tourism	Concern the benefits of the scheme do not outweigh the impacts of the scheme, considers impacts include severing communities, detracting from quality of life and worsening health outcomes for residents and visitors by increasing noise, light, and pollution	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).	No
92	Population and human health: business and tourism	Concern the scheme severs agricultural land which will have a significant detrimental impact on business and the livelihoods of those who rely on it or live within in, given the proposed landtake and restricted accessibility.	<p>National Highways proposals seek to reduce the impact on farm holdings, in particular in terms of the fragmentation and severance of agricultural land which has been considered throughout the design process. Fragmented small parcels of agricultural land have been utilised for scheme mitigation and every effort has been made to ensure that retained land is of sufficient size and shape to be viable for commercial agricultural use.</p> <p>In terms of the severance of agricultural holdings which farm land both sides of the scheme, National Highways has sought to limit this through the provision of a number of local highway overbridges/underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided.</p> <p>With regards to agricultural land, National Highways have sought to minimise the amount permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land use. Details of mitigation relating to loss of soils and agricultural land are provided in Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2).</p>	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
93	Population and human health: business and tourism	Considers a conventional dual carriageway would have less adverse consequences for the environment, quality of life, health and economic and community impacts currently proposed for local villages and communities.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p>	N/A
94	Population and human health: community impacts	Concern raised that the plans take no account of the population of the villages on the route between Taunton and Ilminster and this section (Section 3) is probably the one that will cause most problems locally.	<p>As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p> <p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.</p>	N/A
95	Population and human health: community impacts	Concern that the impacts of the scheme in terms of severance and quality of life are written in the consultation materials by someone who doesn't live in the area, and without any survey information from those that do. Concern that the proposed scheme would make life worse for many.	<p>As set out in this Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the Development Consent Order process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p> <p>Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.</p>	N/A
96	Population and human health: community impacts	Suggests National Highways conclusions on Human Health, Noise and Vibration impacts highlights the shortfalls in analysis of the scheme as currently designed. Concern national highways can only point to a 'likely slight beneficial effect' on health across the local area whilst ignoring the impact on adjacent communities.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
97	Population and human health: community impacts	Copied response from 3e (4) of the Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
98	Population and human health: community impacts	Considers the scheme will have an impact on the quality of life	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
99	Population and human health:	Disagrees with the proposals for Section 3 as considers the scheme would result in detrimental community impacts	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
	community impacts		improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	
100	Population and human health: community impacts	Disagrees with the proposals for section 3: Griffin Lane to Ashill junction as considers it will disrupt local villages and communities	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
101	Population and human health: community impacts	Concerned the construction of the road will negatively impact local people.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
102	Population and human health: community impacts	Concerned that as a result of the proposals and their environmental impact the quality of life in many villages will be released and the next generation will not have the same rural benefits.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
103	Population and human health: community impacts	Considers the scheme inconveniences residents and causes residents to use the road with inconvenience.	National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
104	Population and human health: community impacts	Consider that proposals would detract from quality of life and worsening health outcomes for residents and visitors, including those in schools, playgrounds and care-homes by increasing traffic flow, noise, light and pollution.	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
105	Population and human health: community impacts	Concern expressed that there would be impacts on the agricultural community through the movement of machinery and animals; and large agricultural vehicles would be forced down narrow side roads.	National Highways has sought to limit the severance of agricultural holdings which farm land on both sides of the scheme through the provision of a number of local highway overbridges and underbridges. Where it has been considered agricultural circumstances require additional mitigation, agricultural access tracks which link severed parcels of agricultural land to the local highway network have been provided. The assessment of effects on agricultural land is presented within Environmental Statement Chapter 9 Geology and soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
106	Population and human health: community impacts	Objects to section 3: Griffin Lane to Ashill junction as considers this will result in damage to people who live and work in the area due to urbanisation. Concern that the proposed development would result in semi-rural gradual growth of villages becoming a sprawl of neighbouring Taunton or simply becoming more urbanised from what they are now.	It is not considered that the proposals would result in urbanisation of the villages, however Environmental Statement Chapter 7 Landscape and visual effects (Document Reference 6.2) assesses and reports the landscape and visual impacts of the proposed scheme (including any urbanising features) on local landscape and visual receptors. Where it is possible to do so for a scheme of this nature, mitigation measures have been implemented to avoid or minimise impacts and retain local character and visual amenity.	No
107	Population and human health: community impacts	Concern section 3 Griffin Lane to Ashill junction will have detrimental impact on the quality of life of those living between Griffin Lane and Ashill	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	No
108	Population and human health: community impacts	Objects to section 3 proposals as this section of the road would be detrimental to the health, environment and general quality of life of local communities	Environmental Statement Chapter 12 Population and health (Document Reference 6.2) considers impacts on the local community and their health. In conclusion there would be positive health outcomes across all wards for the following health determinants: transport and connectivity, ambient air quality, employment and training and safety of the existing affected road network. With neutral health outcomes in relation to other assessed health determinants across all wards: healthcare and community, recreational and education facilities, green/open space, ambient noise environment, sources and pathways of potential pollution and landscape amenity.	N/A
109	Population and human health:	Concern over any local road improvements and impact on local communities during construction and the length of construction period	National Highways is committed to keeping the A358 open to traffic during construction and will seek to minimise disruption while maintaining highway safety. The Environmental Management Plan (Document Reference 6.4,	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
	community impacts		Appendix 2.1) and Construction Traffic Management Plan (Document Reference 6.4, Appendix 2.1, Annex B) set out how the impact of construction on the environment, the road network and local communities will be managed. National Highways continues to collaborate with the local highway authority, Somerset Council, to identify and manage any potential mitigation measures required.	
110	Population and human health: community impacts	Concerned that the scheme will subject more properties to noise and vibration (813) than those that benefit from less (324). Suggests the villages of North Curry and Stoke St Gregory, which are miles from the scheme, are the sole beneficiaries of a reduction in health, noise and vibration impacts.	<p>The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p>	No
111	Population and human health: community impacts	Concern over traffic levels through the area	The methodology and results of the traffic modelling, including details of the impact of the scheme on local roads, is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	No
112	Population and human health: community impacts	Concerned North Curry and Stoke St Gregory are the only beneficiaries of the scheme.	The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).	No
113	Population and human health: community impacts	Highlights concerns of OGC Gateway Review 2 that highlights lack of justification for expressway and concern the expressway standard will have a major impact on severance on the southern section of the route.	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.	No
114	Population and human health: health	Consider that rat-running (including that encouraged by the development of the proposed bridge at Bickenhall Lane) could have a dangerous and detrimental and sustained impact on quality of life, which is significantly worse than occasional queuing on the existing purpose built A358.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
115	Population and human health: health	Consider that proposals will only point to a 'likely slight beneficial effect' on health across the local area, whilst ignoring the adverse impact on communities lying adjacent to the Expressway. The increased traffic volume, incompatibility of traffic types (cars, vans, lorries and agricultural	The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		vehicles) with each other and WCH uses will increase mental and physical stress on local communities.	<p>of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and health (Document Reference 6.2).</p>	
116	Principle of development	Considers there are alternatives to Section 3: Griffin Lane to Ashill junction with less detrimental consequences which have not been considered.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
117	Principle of development	Disagrees with the proposals for Section 3 as considers this section results in land grab, and destruction of local environment	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>The proposed development only uses land essential for a development of this nature, including the environmental mitigation measures. Opportunities to minimise footprint have been explored throughout the design process. The proposals seek to reduce the impact on agricultural land through minimising the amount of agricultural land permanently required by the scheme. Agricultural land used temporarily is to be restored to a condition suitable for return to its existing land function. The assessment of effects on agricultural soils is presented within Environmental Statement Chapter 9 Geology and Soils (Document Reference 6.2). The assessment of effects on agricultural land holdings is presented within Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
118	Principle of development	Considers the scheme unnecessary and undesirable given it will increase traffic in the area.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where there would be increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			whether mitigation is required. As part of the scheme, mitigation measures are proposed to help ensure that the increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the detailed design details of the local roads mitigation will continue into the next design stage.	
119	Principle of development	Objects to road building	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
120	Principle of development	Objects to the plans for section 3: Griffin Lane to Ashill junction	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
121	Principle of development	Objects to the scheme	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
122	Principle of development	Objection to the proposals to dual the A358 as it is considered that this is unnecessary and would require extensive mitigation works and associated costs where these are not justified.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
123	Principle of development	Considers the A358 does not need improving below the A378	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
124	Principle of development	States that this part of the road is in the least need of improvement	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
125	Principle of development	Consider that there remains no evidence for building the dual carriageway to an Expressway build standard.	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>National Highways are adopting the latest design standards for the A358 Taunton to Southfields scheme which includes GD 300. This is part of the Design Manual for Roads and Bridges (DMRB) and includes requirements and advice for new and upgraded all-purpose trunk roads, covering four different levels of provision. Specifically, the scheme is being designed as a Level 2 dual carriageway which means it will have All-Purpose Trunk Road designation and will be accessible to agricultural vehicles.</p>	No
126	Principle of development	Considers the proposed development unnecessary and a waste of money.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
127	Principle of development	Objection to the principle of development and concern that proposals are unjustified. Concern that the benefits to be gained are minimal and that the scheme would bring potentially serious negative impacts. Considers the objectives mentioned for the scheme to be general, potentially disingenuous and un-quantified.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways acknowledges the range of views expressed including concern around impact on local people. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
128	Principle of development	Consider this section of the road should not be dualled. Dualling this section of road has significant detrimental impact to the environment, health, quality of life and livelihoods of all those living between Griffin Lane and Ashill which are not outweighed by the purported benefits of the scheme.	<p>National Highways acknowledge concern over the level of environmental impact potentially arising from the scheme. The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses (including reducing impacts on air quality), whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p> <p>As part of the design development, we have adopted a mitigation hierarchy, aiming first to avoid impacts, and then to mitigate those we are unable to avoid. The mitigation measures we have adopted are described in the Environmental Statement (Document Reference 6.2).</p>	N/A
129	Principle of development	Disagrees with the proposals for Section 3 as considers it is unnecessary building that outweighs what is required.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
130	Principle of development	Disagrees with the principle of the scheme as considers there will be a detrimental impact to the environment, health, quality of life and livelihoods of those living between Griffin Lane and Ashill which are not outweighed by the benefits of the scheme. Considers the scheme will negatively impact safety, health, well-being, environment, local business viability and local communities.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The beneficial and adverse effects of the scheme on the local community are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	
131	Principle of development	Considers the scheme reverses the objective of the existing A358 which was to act as a bypass for Hatch Beauchamp by giving local traffic safer and quicker routes rather than having to use Hatch Beauchamp as a through road.	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
132	Principle of development	Disagrees with the proposals for Section 3 as considers it is a huge spend	<p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	N/A
133	Principle of development	Objects to the proposals as there is no need to spend money on solving a problem that does not exist. Concern that local knowledge has not been incorporated into the design.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The need for the scheme is established and set out in the Case for the Scheme (Document Reference 7.1). The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users.</p> <p>The proposed scheme is part of the Government's second Road Investment Strategy (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users.</p> <p>The South West's economy is under-performing compared to the UK average. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>As set out in the main body of the Consultation Report (Document Reference 5.1), National Highways recognises the importance of engaging with local residents and businesses throughout the DCO process and has carefully considered all consultation and engagement feedback from individuals and organisations, making some design changes as a result. It is intended that engagement with stakeholders will continue throughout examination, detailed design and construction.</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Information on how consultation responses are dealt with is available in the Consultation Report Chapters 5, 8 and 9 (Document Reference 5.1).	
134	Principle of development	Highlights that the proposed duelling of the A358 is over-engineered, and that there are no benefits for local residents or local traffic. States that the road only favours traffic passing through	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The proposed scheme has been designed in accordance with the appropriate standards (DMRB CD 122) taking into account the traffic levels and need for the slip roads to provide a safe means with which to exit or enter the A358 dual carriageway at high speed.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>The proposals seek to address traffic congestion and safety issues that currently impact on local people and businesses, whilst seeking to improve connectivity for local residents and other road users. The beneficial and adverse effects of the scheme during construction and operation on the local community and businesses are reported in Environmental Statement Chapter 12 Population and human health (Document Reference 6.2).</p>	N/A
135	Principle of development	States that the scheme would make life for residents noisier, busier and more dangerous for minor roads and lanes, as well as inconvenient for travelling in the locality.	<p>National Highways acknowledges the range of views expressed including concern around impact on local people. The proposals aim to address the traffic issues and long delays currently experienced along the route and to improve traffic flow, safety and connectivity for local residents and other road users. The effects of the scheme in relation to noise (during both construction and operation) have been assessed. This is reported in Environmental Statement Chapter 11 Noise and vibration (Document Reference 6.2), which also sets out the measures that National Highways proposes to mitigate adverse noise effects. For example, where residents would be impacted by noise as a result of the scheme, the design includes the use of low noise surfacing, cuttings, acoustic bunds and other physical features to reduce noise impacts during operation and best practicable means including some localised noise screening and low vibration plant during construction. National Highways has also produced an Environmental Management Plan (Document Reference 6.4, Appendix 2.1), which explains how the impact of construction activities will be managed.</p> <p>The location of acoustic bunds and barriers are shown on Environmental Statement Figure 7.8 Environmental Masterplan (Document Reference 6.3).</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
136	Principle of development	Objects against expressway design of the scheme and considers the design is overengineered which will impact on safety, wellbeing, environment, and local business viability.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p>	N/A
137	Principle of development	Considers section 3: Griffin Lane to Ashill Junction should not be dualled as considers this will have detrimental impacts on the environment, health, quality of life and livelihoods of those living between Griffin Lane and Ashill	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new</p>	N/A

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p>	
138	Principle of development	Considers section 3: Griffin Lane to Ashill Junction should not be dualled as considers this will have detrimental impacts on the environment, health, quality of life and livelihoods of those living between Griffin Lane and Ashill which are not outweighed by the benefits of the scheme and contradicts the objectives.	<p>National Highways acknowledges the range of views expressed relating to the need for the scheme and those responses received which object to the scheme going ahead in principle.</p> <p>The Preferred Route Announcement made in June 2019 was made considering taking into account public consultation feedback, and the accompanying Scheme Appraisal Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Chapter 3 Assessment of alternatives of the Environmental Statement (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network that need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the UK average and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document reference 7.4).</p> <p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first road investment strategy (RIS) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p> <p>Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) considers impacts on businesses and the proposed scheme aims to facilitate greater connectivity between Southfields roundabout on the A303 and M5 junction 25 at Taunton, and this is considered to be beneficial in terms of accessibility for local businesses with journey time savings along the proposed scheme.</p>	N/A
139	Principle of development	Considers there are alternatives to Section 3: Griffin Lane to Ashill junction with less detrimental consequences which have not been considered. Considers section 3 of the scheme should not be dualled and considers the objectives of NH can be met by creating a bypass at Henlade and redesigning Southfield's roundabout, where there are more	<p>The National Highways delivery plan for 2020 – 2025 confirms that we're committed to delivering a high-quality and high-performing dual carriageway route along the A303/A358 corridor, not an expressway or a motorway. This represented a change to the Government's first Road Investment Strategy (RIS1) intention to create a new Expressway corridor into the region, but the second Road Investment Strategy (RIS2) revised this intention, taking into account an expressway prohibits the use of farm vehicles, and the local area is rural in nature. As part</p>	N/A

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		regular bottlenecks. Requests a conventional dual carriageway, with local access to be the same standard as much of the new proposed and existing A303 in the corridor to reduce cost, time, and disruption to build.	<p>of the scheme National Highways would permit local traffic and agricultural traffic to join the strategic network in a safe way via a limited number of junctions.</p> <p>The Preferred Route Announcement made in June 2019 was made considering public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report (Document Reference 5.1) for further information.</p> <p>National Highways acknowledges the comment. The section between Thornfalcon and Southfields is required to provide a continuous high quality dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme was being considered as part of a pipeline of schemes that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030).</p> <p>In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
140	Safety and road accidents	Consider that the proposed bridge at Bickenhall Lane poses significant danger to residents, walkers, horse-riders and cyclists and will destroy the heart of Hatch Beauchamp. Bickenhall Lane narrows to a single country lane, with high hedges, residential houses and no passing places, that is completely unsuited to frequent flowing two-way traffic.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
141	Safety and road accidents	Concern over increased traffic through Bickenhall Lane will create more pollution and be more dangerous	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	N/A
142	Safety and road accidents	Considers the proposed bridge at Bickenhall Lane poses significant danger to residents, WCH and will destroy the rural identity of Hatch Beauchamp	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	N/A
143	Safety and road accidents	Concern the proposed bridge at Bickenhall Lane poses significant danger to residents, WCH and will destroy the heart of Hatch Beauchamp. Concern the proposed bridge at Bickenhall Lane includes two-way traffic and access for WCH as considers there is a lack of passing places on the nearby roads which will increase bottlenecks, accidents, and delays.	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
144	Safety and road accidents	Considers the proposed bridge at Bickenhall Lane poses a danger to residents and WCH	Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.	N/A
145	Safety and road accidents	Objects to the plans for Section 3: Griffin Lane to Ashill junction as considers it will decrease road safety conditions	<p>National Highways has undertaken a collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Because the change in traffic flow forecast to use the local lanes in the vicinity of the A358 with the scheme in place is small, the impacts on safety on these local lanes due to the scheme are also forecast to be small.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
146	Safety and road accidents	Consider that a safety risk assessment should be undertaken by National Highways to clearly identify all sub-populations and record how these are impacted by the proposals. Consider that the Parish Mitigation proposals provide ALARP outcomes at an affordable cost. Consider Parish proposals would also provide safe access and egress.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	No
147	Safety and road accidents	<p>Notes that the road area outside Neroche Farm, Ashill, has historic problems with the blind summit blackspot (hump in road adjacent to the layby).</p> <p>Concerned this could be re-instated and prove an accident hazard especially when combined with use as a racetrack for local racers. Suggests the new Village Road should curve around the layby at a lower level and the layby should be maintained, this would create a speed restriction and avoid the blind summit being reinstated.</p>	<p>National Highways has undertaken a collision benefit appraisal on the proposed A358 scheme. It shows that with the proposed A358 scheme in place, there is an overall reduction in the number of collisions.</p> <p>National Highways have carried out traffic modelling of the A358 between Taunton and Ilminster and the local road network in the vicinity.</p> <p>The traffic modelling indicates that because of the significant reductions in journey time and congestion on the new A358 there is a decreased likelihood of people using alternative routes in the surrounding area. As a result, there will be very small changes on most local roads (a change of less than 250 vehicles per direction on a weekday in 2031), although some see a very significant benefit as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Because the change in traffic flow forecast to use the local lanes in the vicinity of the A358 with the scheme in place is small, the impacts on safety on these local lanes due to the scheme are also forecast to be small.</p> <p>Design features such as closing local lane accesses directly onto the A358 have a large benefit due to the reduction in traffic undertaking dangerous right turn movements that cross the A358. Likewise, a central reservation and a second lane to overtake safely also contribute to the collision benefits of the proposed A358 scheme. Design features such as this that have a positive safety impact outweigh the negligible safety impacts along the local lanes due to the proposed scheme, giving the proposed scheme an overall safety benefit.</p> <p>The methodology and results of the safety benefit assessment and the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
148	Safety and road accidents	Objects to the plans for Section 3: Griffin Lane to Ashill junction as considers the analysis of traffic flow does not reflect the area	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
149	Safety and road accidents	Suggests that re-routing traffic through Hatch Beauchamp to head Taunton- bound is not acceptable given lack of visibility, narrow lanes and poor street lighting.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
150	Safety and road accidents	Concern that the additional traffic through Hatch Beauchamp will make it more dangerous	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
151	Safety and road accidents	Objects to the scheme as considers it will increase traffic through village centers which will be detrimental to residents safety	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	No

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
152	Safety and road accidents	Concern section 3: Griffin Lane to Ashill Junction will make routes more dangerous by increasing the amount of traffic through villages with unfit infrastructure.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
153	Safety and road accidents	Concern that road users will be increasingly at risk to traffic collisions as they drive through unsuitable lanes ill-suited to carrying increased daily traffic flows. Suggests national highways should consider local road networks further to ensure they do not have increased levels of risk.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
154	Safety and road accidents	Concern section 3 Griffin lane to Ashill junction makes local roads dangerous due to an increase in traffic through villages with unfit infrastructure.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
155	Safety and road accidents	Concern over the poor state of repair of Stocks Lane. Highlights that Stocks Lane has too little space to pass and that road users have to be	Stocks Lane is no longer part of or impacted by this scheme. A link connecting Capland with Hatch Beauchamp is now incorporated into the latest scheme since the public consultation in 2021.	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
		able to reverse which causes issues with traffic. Notes that farm traffic cannot use the road as it is too narrow		
156	Safety and road accidents	Concerned the bends in the current proposed Section 3 would be unsafe at speeds of 70mph, would also slow traffic and may cause congestion.	<p>The proposed A358 mainline would utilise the existing carriageway from approximately West Hatch Lane to Southfields Roundabout, incorporated as the westbound carriageway of a high-quality dual carriageway. The current horizontal alignment is acceptable in terms of design standards and an independent Stage 1 Road Safety Audit has not raised any concerns.</p> <p>In addition, widened central reserve and highway verges are proposed to maintain appropriate stopping sight distance for national speed limits, and forward visibility through areas which utilise the existing carriageway is improved over the existing provision.</p>	No
157	Safety and road accidents	Concern that the proposed scheme will be a danger to walkers and cyclists	<p>Provision for walkers, cyclists and horse-riders has been integral to the design from options assessment to the current scheme. National Highways endeavours to preserve existing public rights of way as much as possible. Unfortunately, some diversions and stopping up of public rights of way would be inevitable but users would no longer be trying to cross the A358 at grade, making the public rights of way network safer and more inclusive.</p> <p>The scheme includes an alternative offline cycle route that uses lightly trafficked roads and traffic-free routes, utilising existing infrastructure and allowing cyclists to pass through places of interest. Cycling would not be prohibited on the new dual carriageway based on the classification of the road. National Highways anticipates that the signed cycle route and local roads would be more attractive than the scheme to the majority of cyclists.</p>	No
158	Safety and road accidents	Concern that A358 users would be at risk as there is no vehicle refuge along a 5 mile stretch of the project, states that this is as dangerous as Smart Motorways	Parking and emergency lay-bys have been included at appropriate intervals along the scheme. In conjunction with the two junctions at Mattock's Tree Green and Ashill, National Highways considers this is appropriate provision to enable vehicles to exit from the main A358 carriageway.	No
159	Traffic, access and modelling	Concern that plans for Bickenhall Lane bridge will increase traffic through Hatch Beauchamp using it as a rat run with no suitable passing places. Considers the increased traffic will destroy the rural identity of Hatch Beauchamp	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	N/A
160	Traffic, access and modelling	Considers the proposal to use Bickenhall Lane to solve the issue of community severance across the A358 has been based on minimal modelling of local traffic, with surveys being up to four years old, and models not including unknown changes to travel patterns following COVID.	<p>Based on feedback received from statutory consultation in 2021 the proposals for Bickenhall Lane overbridge have been modified. It will now be closed to public traffic travelling by motorised vehicle. The bridge will be open to walkers, cyclists and horse-riders and to local landholders for agricultural traffic. Motorised vehicles will be able to cross over the A358 at the nearby Village Road overbridge instead. This will reduce the amount of traffic that will travel via Hatch Beauchamp to access the A358 at the Mattock's Tree Green junction.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
161	Traffic, access and modelling	Considers access to Bickenhall lane for agricultural vehicle access will be severely restricted by the predicted extra flow of traffic using Bickenhall Lane as a rat-run.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the</p>	N/A

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			<p>scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	
162	Traffic, access and modelling	Concern the proposed bridge at Bickenhall Lane will allow Hatch Beauchamp to become a rat run to access the A358 through the Mattock's Hill/Village Road connection	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	N/A
163	Traffic, access and modelling	Concern that the scheme will cause Ashill Village to be the main throughfare for traffic to and from Ilminster, Ailton, Chard the South Coast or the A303 from Hatch Beauchamp, Curry Mallet, Bickenhall, Curland, Staple Fitzpaine, Windmill Hill and Wood Road.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.</p>	N/A
164	Traffic, access and modelling	Consider that proposals have removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, combined with two flyovers within 500m of each other into the village.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.	
165	Traffic, access and modelling	Notes the need for increased access points so traffic is not encouraged through the local road network.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
166	Traffic, access and modelling	Suggests normal slip roads should be used at Village Road and Wood Road to improve connectivity for local traffic. Considers this will create benefits for locals in the scheme and reduce adverse effects should as increased journey times and routes through unsuitable lanes.	<p>For the A358 to become a high quality dual carriageway, junctions along its length must provide a safe means with which to exit or enter the A358 dual carriageway at high speed, complying with the Design Manual for Roads and Bridges (DMRB) CD 122. As such, most of the direct local road accesses have been removed and access to the A358 is from new grade separated junctions at Mattock's Tree Green and Ashill.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	No
167	Traffic, access and modelling	Concerned that the proposals would increase the volume of traffic through Ashill significantly and notes there are already issues with parking.	During the 2021 statutory consultation, it was noted that there was concern about the rise in traffic flow forecast through the village of Ashill. As a result, National Highways proposed some changes along the old A358 through Ashill which would reduce driver speeds and therefore improve safety for all road users. The changes proposed are to narrow the road, build sections of kerbs or footways into the road and improved pedestrian crossing facilities at several locations through the village as well as enhancing road signing and marking. These measures have been agreed in principle with Somerset Council, however further work is required to agree aspects such as the detailed design and construction specification. These measures would reduce driver speeds and therefore improve safety for all users.	No
168	Traffic, access and modelling	Copied response from 3e) (4) Community of Parishes response.	National Highways acknowledges support for responses provided to the consultation by the Community of Parishes and individual parish councils. Full responses to each of the matters raised can be found in the Consultation Report Appendix 5.2 Table 5.2B, Appendix 6.4 and Appendix 8.2 Table 8.2B (Document Reference 5.2). Suggested alternative proposals have been considered and some elements have been adopted into the scheme design.	N/A
169	Traffic, access and modelling	Agrees with section 3 proposals as it keeps traffic away from residential properties and improves air quality	National Highways acknowledges the range of views expressed, including those received in support of the scheme.	N/A
170	Traffic, access and modelling	Suggests Ashill junction is in the wrong location and will encourage traffic to route through Ashill to reach Taunton.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network</p>	No

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
171	Traffic, access and modelling	Concern there has been minimal modelling of local traffic, any true surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
172	Traffic, access and modelling	Considers there has been minimal modelling of local traffic, surveys are up to four years old, and all models caveated with unknown changes to travel patterns following COVID.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	No
173	Traffic, access and modelling	Highlights the road will still be very busy and will only get more congested.	<p>National Highways has undertaken traffic modelling on the proposed scheme. The modelling suggests that with the proposed A358 scheme in place, there will be a reduction in congestion along the length of the A358 between M5 junction 25 and Southfields roundabout.</p> <p>National Highways has also undertaken operational modelling of all junctions along the A358 corridor. These confirm that all junctions along the A358 will operate within their practical capacity. As part of this process forecast queue lengths at all junctions have also been reviewed to ensure that there are no operational or safety</p>	N/A

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			concerns. The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).	
174	Traffic, access and modelling	Disagrees with the proposals for Section 3 as considers the scheme would not decrease journey times for those travelling through.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
175	Traffic, access and modelling	Considers the scheme will sever communities	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
176	Traffic, access and modelling	Consider that the loss of accessibility to the A358 will necessitate long diversions along unclassified and C class rural lanes and roads, which are poorly maintained and inadequate.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
177	Traffic, access and modelling	Objects to plans for Section 3: Griffin Lane to Ashill junction as considers the proposals will sever communities. Concerned the loss of accessibility to the A358 will create long diversions on rural roads. Notes these roads are poorly maintained, dark, muddy and flooded. Concerned this will be a disadvantage to local communities and concerned the scheme has not accounted for this.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake</p>	N/A

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			<p>slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
178	Traffic, access and modelling	Considers the scheme reduces ease of movement and severs communities	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
179	Traffic, access and modelling	Objects to the plans for Section 3: Griffin Lane to Ashill junction as considers it will decrease community access	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
180	Traffic, access and modelling	Concern section 3: Griffin Lane to Ashill junction lengthens local journey times.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
181	Traffic, access and modelling	Suggests people using the local road network will be adversely affected by the proposed scheme and will be forced onto narrow rural lanes and see journey times increase.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
182	Traffic, access and modelling	Concern that existing journey times for residents accessing the A358 from village road will increase in both directions, particularly Village Road north and south.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
183	Traffic, access and modelling	Concern section 3: Griffin Lane to Ashill Junction will lengthen journey times	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
184	Traffic, access and modelling	Considers the scheme will lengthen journeys	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
185	Traffic, access and modelling	Concern raised that journey distances and times would be increased through introduction of the proposals.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	
186	Traffic, access and modelling	Concerned the proposals would increase journey distances for all local traffic.	<p>National Highways have undertaken traffic modelling of the A358 and surrounding area to understand the changes in routeing. Most villages in the vicinity of the A358 will see little change in their routes to the east and west. Bridges and underpasses are provided or retained to allow local connectivity across the A358 once it is upgraded to a high quality dual carriageway. It is acknowledged that some of these routes are longer than the existing routes that cross the A358, however these routes are safer than those currently available due to entirely avoiding the need to interact with traffic on the A358.</p> <p>Checks on journey times between local villages and both M5 junction 25 and Southfields roundabout have been carried out using the traffic modelling. These show that generally there are reductions in overall journey times due to the much faster speed of the scheme, although some trips have slightly longer journey times. Journey time reliability is improved with the scheme due to the road being safer and there being safe opportunities to overtake slower vehicles.</p> <p>The methodology and results of the traffic modelling is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A
187	Traffic, access and modelling	Consider that proposals at Bickenhall Lane have been hastily designed and are based on minimal modelling, which does not account for the impact of Covid on movement patterns. Consider that the project will simply move the problems seen at Henlade to Hatch Beauchamp.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>National Highways has undertaken traffic modelling on the most recent proposed scheme design, which includes the local roads surrounding the proposed A358 scheme. Surveys have been carried out by the project team on the local road network in 2022 to understand if there is any material change in flows compared to data used prior to 2020. In addition, National Highways monitor flows on the strategic road network.</p> <p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic. The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding. This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p> <p>The Department for Transport (DfT) Transport Analysis Guidance (TAG) contains information on how to account for changes in travel demand due to the Covid-19 period. The forecast models for the scheme have been adjusted to account for the change in flows seen on the network.</p> <p>The modelling work undertaken all adheres to TAG standard as published by the DfT on the gov.uk website. The methodology and results of the traffic modelling, including comments on the effects of Coronavirus (COVID-19), is reported in the Combined Modelling and Appraisal Report (Document Reference 7.4).</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
188	Traffic, access and modelling	Concern the scheme will cause hatch Beauchamp to become a rat run which will impact on the quality of life for residents and will worsen traffic congestion in the area	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
189	Traffic, access and modelling	Consider that proposals will result in Hatch Beauchamp becoming a rat-run.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
190	Traffic, access and modelling	Considers the expressway proposals will increase traffic in Hatch Beauchamp and other villages	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
191	Traffic, access and modelling	Considers the scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp and considers this will turn Hatch Beauchamp into a rat-run	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.	
192	Traffic, access and modelling	Considers section 3: Griffin Lane to Ashill junction negates a central objective of the existing A358 to act as a bypass for Hatch Beauchamp. Considers the new scheme has removed access to the A358 for local traffic but has maintained access at Hatch Beauchamp which will reverse all benefit of the Hatch Beauchamp bypass	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p>	N/A
193	Traffic, access and modelling	Considers the proposed bridge at Bickenhall lane will increase vehicles through Hatch Beauchamp, using it as a rat-run to access the A358 through the Mattock's Hill/Village Road connection.	<p>Taking into account consultation feedback, the design of the scheme has been modified to limit traffic access to the Bickenhall Lane overbridge to local farm traffic, but it would not be open to general vehicular through traffic.</p> <p>The new bridge would provide connectivity for walkers, cyclists, horse-riders and carriage drivers across the scheme. The overbridge would be classified as a restricted byway and shared with nearby landowners for accommodation access. Traffic flow would be low, creating an attractive route for walking, cycling and horse-riding.</p> <p>This change has been made to discourage alternative routes through Hatch Beauchamp and also address concerns about the impact that potential traffic increases may have on walking, cycling and horse-riding users along Bickenhall Lane. As a result of this change, there will be no public motor traffic using the overbridge and the route via Hatch Beauchamp to access Mattock's Tree Green junction. That traffic is forecast to route via Cold Road and Higher West Hatch Lane to access the junction.</p>	N/A
194	Traffic, access and modelling	Concern the scheme has removed nearly all direct access to the A358 for local traffic but has maintained access at Hatch Beauchamp, as such considers Hatch Beauchamp will become a rat run	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	N/A
195	Traffic, access and modelling	Disagrees with the proposals for section 3: Griffin Lane to Ashill junction as considers it will turn all villages into rat runs.	By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road	Yes

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.</p>	
196	Traffic, access and modelling	Considers the scheme will increase traffic on the local road network due to the closure of junctions onto the A358	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
197	Traffic, access and modelling	<p>Concern the loss of accessibility to the A358 section 3 will necessitate long diversions along unclassified and C class rural lanes and roads. Suggests these rural roads are poorly maintained and are very dark and often muddy or flooded in the winter. Suggests these issues make the rural networks precarious and the range of vehicles that will now use these roads will increase stress on communities and increase risks of serious injuries.</p> <p>Suggests school runs will be more stressful, businesses will be handicapped and community severance will increase. Concerned the scheme does not consider the depth of these effects or offer any mitigation of substance.</p>	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
198	Traffic, access and modelling	Concerned that changing access routes will bring more traffic through hatch Beauchamp and Ashill. Notes the proposals go against the original principle of the road as the A358 was originally built so traffic would be lessened in these villages.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and</p>	Yes

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	
199	Traffic, access and modelling	Objects to the scheme as considers it will result in an increase in traffic through small village centres	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
200	Traffic, access and modelling	Consider the damaging impacts of proposals include severing communities, lengthening all local journey times, making local roads dangerous by forcing more traffic through villages with unfit infrastructure (such as narrow lanes).	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
201	Traffic, access and modelling	Concern that the plans for section 3: Griffin Lane to Ashill Junction will increase traffic through existing villages and lanes due to the lack of feeder lanes onto the dual carriageway	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p> <p>Griffin Lane is being retained as a local access route and is forecast to have broadly the same level of traffic with</p>	Yes

Appendix Table 5.1L Summary of matters raised in relation to Q3e of the feedback questionnaire in relation to any other comments about our plans for Section 3: Griffin Lane to Ashill junction and the National Highways response

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			the scheme as currently. No major changes are proposed and it is not expected to be a major access route once the scheme is constructed.	
202	Traffic, access and modelling	States that Stocks Lane is in a poor state of repair and too narrow to accommodate farm and any other additional traffic, as there are few passing points. Highlights that Mill Lane will become more dangerous and that flooding of these 2 routes would cause big problems for traffic	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
203	Traffic, access and modelling	Concerned that widening the existing road and stopping up the majority of access points will have a negative impact on local traffic flow through Hatch Beauchamp and Ashill.	<p>By improving congestion and reliability, the scheme aims to reduce the likelihood of drivers choosing alternative routes through neighbouring communities and make it easier for drivers, walkers, cyclists and other local road users to get around.</p> <p>National Highways has undertaken traffic modelling of the A358 and surrounding area to understand the changes in traffic flows. The results are reported in the Combined Modelling and Appraisal Report (Document Reference 7.4) and shows that there will be slight or negligible changes on most local roads, although with some seeing very significant benefits as a result of reductions in vehicles using alternative routes to the A358 between Taunton and Ilminster.</p> <p>Where the scheme is forecast to lead to increases in traffic on local roads, National Highways has agreed an approach with Somerset Council, the highway authority for these roads, to assess the forecast traffic impacts and determine whether mitigation is required. As part of the scheme, mitigation measures on the local road network are proposed to help ensure that increases in traffic do not have a detrimental impact on aspects such as traffic congestion or road safety on the local road network. Engagement with Somerset Council on the details of the local roads mitigation will continue into the detailed design stage.</p>	Yes
204	Traffic, access and modelling	Questions if adequate site visits have been conducted particularly concerning the state of Griffin lane during the winter.	National Highways is not proposing any modification to Griffin Lane as part of the scheme. There would be no connection between Griffin Lane and the A358 dual carriageway.	No
205	Traffic, access and modelling	Considers the scheme is not needed if traffic is slowed down at either end of the A358	<p>The Case for the Scheme (Document Reference 7.1) explains the need for the proposed development and the reasons why the scheme put forward as part of this Development Consent Order application is the preferred solution.</p> <p>The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. The South West's economy is under-performing compared to the rest of the United Kingdom and local councils and business leaders agree that the scheme would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.</p>	N/A
206	Traffic, access and modelling	States if access either end of the A358 between Henlade and Ilminster is improved then this will improve traffic flow else where	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			<p>performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	
207	Traffic, access and modelling	Suggests section 3 of the A358 does not need to be dualled to an expressway standard as the road is only busy at peak times, mostly due to congestion at Southfields roundabout. Suggests that outside of peak times a single carriageway can easily cope with the amount of traffic using it.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p> <p>Part of the scheme includes upgrades to the Southfields roundabout so that we can safely adapt it to the new dual carriageway. Although a full upgrade of the roundabout is not included in these plans, National Highways are working on a future scheme for the A303 South Petherton to Southfields, carrying out a study on this section of the A303 to improve the flow of traffic. The A303 South Petherton to Southfields scheme is being considered as part of a pipeline of scheme that may be delivered through the third Road Investment Strategy (RIS3) period (2025-2030). In March 2023, Government announced the pipeline of schemes earmarked for RIS3 (covering 2025 to 2030) will continue to be developed but considered for delivery as part of RIS4 (beyond 2030). All the schemes in the pipeline programme remain uncommitted, with no guarantee they will be taken forward into construction.</p>	No
208	Traffic, access and modelling	Considers the current traffic speed along this section adequate and notes the road on this section does not get congested nor does it have any significant level of accidents.	<p>The Preferred Route Announcement made in June 2019 was made taking into account public consultation feedback, and the accompanying Scheme Assessment Report (Document Reference 7.6) set out the reasons for the selection of a preferred route, including appraisal of alternatives. National Highways has progressed the scheme accordingly, and the options assessment process is set out in Environmental Statement Chapter 3 Assessment of alternatives (Document Reference 6.2). Please refer to Chapter 2 of this Consultation Report for further information.</p> <p>The section between Thornfalcon and Southfields is required to provide a continuous high-quality, high-performing dual carriageway across the strategic corridor, with safe overtaking opportunities. This would improve journey time reliability, allowing for higher speeds and faster connections, and improve safety by reducing accidents, for example by reducing the number of local lanes joining the A358.</p>	No
209	Traffic, access and modelling	Comment that the need to build network resilience is fair, but capacity is subjective. Highlights that the current traffic conditions are far from awful and that even during the summer, delays are sporadic and usually limited to specific times of day. Comment that the objectives for building connectivity are not supported as it is considered that all the proposed scheme will do is improve the link between the A303 and the M5; anyone wishing to get to the SW from London/SE chooses one or the other, with very limited benefit if that connection improved.	<p>The South West's economy is under-performing compared to the rest of the United Kingdom. Local councils and business leaders agree that upgrading the rest of the A303/A358 corridor to dual carriageway would help connect the South West better to neighbouring regions, unlocking its potential for growth and supporting plans for more homes and jobs.</p> <p>National Highways assess the costs and benefits of the scheme using a number of different assessments to understand impacts including transport users, road safety, wider area impacts, and a range of environmental aspects. The scheme is reviewed by both National Highways and the Department for Transport to see whether the benefits outweigh the costs, and whether the business case for the scheme is sufficient to support delivery. This is reviewed at every stage of work to see whether the scheme delivery should be continued; the scheme has already gone through a strategic outline business case, and the preliminary design stage sets out the outline business case (a more detailed version). A full business case will be prepared during construction preparation if the Development Consent Order is granted.</p>	N/A

Row Number	Topic	Matters raised in response to consultation – matters copied verbatim	Regard had to response under Section 49 of the Act	Matter relevant to a design change? (Y/N or N/A)
			The proposed Scheme is part of the Government's Road Investment Strategy 2 (RIS2), which identifies parts of the strategic road network which need upgrading to improve safety, connectivity, and reliability for its users. Details of the economic appraisal of the scheme, which forms the basis for the value for money assessment, are provided in the Combined Modelling and Appraisal Report (Document Reference 7.4). This includes the scheme cost, the economic benefits and the benefit to cost ratio.	
210	Walking, Cycling and Horse-riders	Concern expressed that there would be increased traffic on Stocks lane and Stewley Lane due to the closure of other local roads and the increase in farm machinery, which would make it very dangerous for horses, cyclists and walkers.	Revisions to the traffic modelling, to address scheme changes as an outcome of consultation, show traffic would reduce on Stocks Lane and Stewley Lane. The flow of traffic in year 2046 would be about two-thirds of the forecast traffic compared to the situation if the scheme does not go ahead.	N/A
211	Walking, Cycling and Horse-riders	Suggests a segregated cycle route running adjacent to the A358 is needed to avoid big climbs and cyclists mixing with Ashill traffic.	The gradient on the old A358 (Ashill) from Kenny to Ashill is 3.6% uphill for 618m. As an outcome of consultation, the scheme includes traffic calming measures on the old A358. An alternative route would be available on the northern side of the scheme along Stewley link but the gradient would be similar to the old A358 and also slightly longer. Whilst the gradient of an online parallel cycle track would be more amenable, this would be in close proximity to the A358. On balance, taking into account all design criteria, the offline route is considered to be the best option for cyclists.	No
212	Walking, Cycling and Horse-riders	Concern that footways are limited within and outside Hatch Beauchamp and that pedestrians will come into greater conflict with traffic.	Traffic flow on Village Road through Hatch Beauchamp would increase slightly as a consequence of the scheme. The average daily traffic would still be low and walkers would be unlikely to notice the increase or be adversely affected.	No
213	Walking, Cycling and Horse-riders	Notes there is little safe provision for walkers, cyclists and horses riders, particularly connecting Taunton and Ilminster.	Proposals for walkers, cyclists and horse riders and improved connections as part of the scheme are detailed in the Rights of Way and Access Plans (Document Reference 2.4), which is complemented by the Public Rights of Way Management Plan (Document Reference 6.4 Appendix 2.1 Annex F). As detailed in Table 12-23 in Environment Statement Chapter 12 Population and human health (Document Reference 6.2), the scheme includes a number of elements that either ensure continued access for walking, cycling and horse-riding, or bring improvements in terms of current accessibility and severance. Environmental Statement Chapter 12 Population and human health (Document Reference 6.2) identifies the public right of way (PRoW) that would be affected by the scheme which includes numerous proposals that seek to improve accessibility and connectivity across the PRoW network. In summary this includes: <ul style="list-style-type: none"> · 19 new PRoW (seven footpaths, three bridleways, nine restricted byways) · 14 instances of stopping up PRoW for which an alternative would be available · 19 instances (13 in full, 6 in part) of stopping up PRoW for which no alternative would be provided These works would maintain and enhance access to open spaces and nature, particularly for the communities which live close to these routes and who may use them frequently for local walking.	Yes